

## HONGKONG AND VENEREAL DISEASE.

### Report of Eastern Commission.

(Reuter's Service.)

London, July 5.

The Eastern Commission of the National Council for Combating Venereal Diseases, reporting at the annual meeting, stated that owing to progressive view held by the Municipal Council at Shanghai there was every prospect that the many recommendations made would be carried out. Since the visit of the Commission the National Council had been informed that a venereal specialist would be appointed and arrangements would be made for the treatment of seafarers; also that a Shanghai Welfare Association would be formed. No definite information had been received with regard to opening a Hongkong seafarers' clinic but the Commission reported that the Governor had requested them before leaving to confer with the Principal Civil Medical Officer, and had also concurrently agreed to the arrangements for the distribution of literature through the Colonial Secretary. It was pointed out that public health administration in the East was a difficult problem and even in Hongkong, which had been a Crown Colony for eighty years, many urgent problems required attention. Infant mortality was extremely high and venereal disease very prevalent.

## ISSUE OF 5½ PER CENT. TREASURY BONDS.

### Scheme to Provide for Maturing Obligations.

London, July 5.

In the House of Commons, Sir Robert Horne announced that a prospectus was being issued on the 11th inst. respecting a new issue of 5½ per cent. Treasury bonds at 97 maturing on April 1, 1929. The loan is of unlimited amount, and no period is fixed for subscription. The sole object is to provide for redeeming maturing obligations and avoiding undue recourse to Treasury bills and ways and means advances. Holders of the 5 per cent. Exchequer bonds maturing on October 5 and of National War Bonds maturing in 1922 and 1923 will be able to convert into the new issue.

### Option of Conversion.

Later.

Reuter learns that the new Treasury bonds will be convertible at the holders' option on April 1, 1922, or October 1, 1922, into the 3½ per cent. conversion loan at the rate of £146 conversion loan for each hundred pounds of bonds converted. The Government is anxious to clear away as far as possible the embarrassment of heavy obligations maturing during the next five years, including £30,000,000 of debt to the United States and Canada and war bonds of £300,000,000 maturing this year and early in 1922.

## KING ALBERT AT THE GUILDHALL.

### Tribute to "Gallant Little Belgium."

London, July 5.

The City to-day paid a tribute to gallant little Belgium when their Belgian Majesties drove through the decorated route from Buckingham Palace to the Guildhall, escorted by the Life Guards and cheered by the crowds throughout the journey. The distinguished company at the Guildhall included the Duke of Connaught, the Duke of York, six Princesses, Marshal Haig, Admiral Beatty, Viscount French, and Earl Curzon.

Replying to a toast at the luncheon, King Albert dwelt on the necessity of making Germany pay, and hoped that commercial relations between Britain and her dominions and Belgium would increase.

## TOWARDS IRISH PEACE.

### Suspension of Repressive Measures.

London, July 5.

Reuter learns that as a consequence of yesterday's Dublin conference an atmosphere was created likely to lead to what is tantamount to a tacit suspension of operations by the opposing forces in Ireland while the peace parleys continue. The Crown is gradually easing on its repressive measures in order not to hamper the peace-makers. It is hoped that Sinn Féin will similarly suspend the offensive, although the difficulties of control in the latter case are recognised. It is pointed out that practically no executions have taken place in the past few weeks. A more optimistic air prevails in well-informed circles.

## COAL STRIKE.

### Cost of Government Measures.

London, July 5.

In the House of Commons at question time, Sir Robert Horne stated that the cost of the Government measures in connection with the coal strike was as follows: Defence Force and Army Reserve, £7,000,000; Navy, £1,225,000; Air Force, £330,000; civil emergency forces, £300,000; subsidy to the miners, £10,000,000. There might be a further charge in respect of coal purchased abroad and the cost of indemnifying the railways.

## DECONTROL OF AGRICULTURE.

### Sharp Criticism of the Government.

London, July 5.

The House of Commons, by 278 votes to 113, passed the second reading of the Bill decontrolling agriculture, after the Government had been sharply criticised for its abrupt reversal of policy, which was defended on the ground of excessive liability in connection with guaranteeing owing to unforeseeable circumstances.

## FATAL EXPLOSION AT A STANDARD OIL REFINERY.

Whiting (Ind.), July 5.

An unexplained explosion at the Standard Oil Company's refinery resulted in eight being killed and 12 injured.

## THE THIRD TEST MATCH.

### Australia Wins by 219 Runs.

(Reuter's Service.)

London, July 5.

The third Test Match was concluded to-day in sunny weather, before 7,000 spectators. The cricket was good. Douglas was not fielding, owing to his wife's operation for appendicitis. Runs came easily, Andrews hitting eight fours. Carter was lucky and unorthodox. White's bowling was most accurate and the English fielding was good. Australia declared when the score stood at 273 runs for seven wickets.

The details of their second innings are—

Bardale, b Jupp	25
Macartney, c & b Woolley	30
Andrews, b Jupp	92
Carter, l.b.w., b Parkin	47
Pellow, c Ducat, b White	16
Taylor, c Tennyson, b White	4
Armstrong, not out	28
Gregory, c Jupp, b White	3
Hendry, not out	11
Extras	17

For 7 wickets 273

In the bowling Douglas took no wickets for 38, White three for 37, Jupp two for 45, Parkin one for 91, and Woolley one for 45.

In England's second venture Brown, although lame through having been injured in the thigh, made good driving. Woolley was excellent, his innings lasting 55 minutes. Jupp and Tennyson were vigorous. England were all dismissed for 302, Australia thus winning by 219 runs.

England's scoring was—

Hardinge, c Gregory, b McDonald	5
Brown, l.b.w., b Gregory	46
Hearne, c Taylor, b McDonald	27
Woolley, played on, b Malley	37
Ducat, st. Carter, b Malley	2
Douglas, b Gregory	8
Jupp, c Carter, b Armstrong	26
Tennyson, b Armstrong	34
Parkin, b Malley	4
White, not out	6
Hobbs, absent	0
Extras	3

202

Gregory took two wickets for 55, McDonald two for 67, Malley three for 71, Armstrong two for six runs.

## CLOSING DOWN OF MEXICAN OIL MINES.

### President Obregon Order Workers to be Indemnified.

Mexico City, July 5.

President Obregon has ordered oil companies which have discontinued operations in the States of Tamaulipas and Vera Cruz with "insufficient justification" to indemnify the workless employees. It is believed that the labourers are entitled to three months' pay. Over ten thousand workmen have been dismissed in the Tampico region. This is believed to be a reprisal against the increase of the oil export tax.

A Washington message states that the cruiser Cleveland and the gunboat Sacramento have been ordered to Tampico with a view to labour troubles arising from the closing down of the oil operations.

## SPANISH CABINET RESIGNS.

### On Account of Opposition to Public Works Expenditure.

Madrid, July 5.

The Cabinet has resigned, owing to the Opposition, headed by the Conservative leader, Senor Maura, to the expenditure of £60,000,000 for the expansion of railways and other public works.

## THE NEW ITALIAN FOREIGN MINISTER.

Paris, July 5.

The Marquis Dellatorre has been telegraphed from Paris to Rome as the new Italian Foreign Minister.

## UPPER SILESIA.

### Serious Disturbance at Beuthen.

(Reuter's Service.)

London, July 5.

The *Allgemeine Zeitung's* Beuthen correspondent says that Allied troops, mostly British, marching in yesterday morning were acclaimed by the populace, but when people began to sing patriotic songs a French guard attacked them with rifle-bullets. Shots were then fired, and a French Major was killed and several French soldiers were wounded. The Frenchmen, thereupon, lost control, and attacked the crowd. Several women and children are reported to have been killed. Twenty citizens, including the first and the second Burgomasters, were arrested as hostages.

### Another Version.

Paris, July 5.

A message from Oppen throws a different light on the Beuthen incident, and says that while French troops were entering Beuthen the German inhabitants made a demonstration in the course of which a French major was shot with a revolver and killed. The murderer escaped. Two French sergeants were slightly wounded. Anglo-French troops dispersed the demonstrators, of whom two were killed and several injured.

(Other Telegrams on Page 2.)

## ROUND THE TOWN.

### By "Gadabout."

We all feel a great deal more secure and comfortable in our homes now that the Government has taken a hand in the housing question and more or less instituted some system of control, but those who are taking advantage of the shortage and bleeding their poor unfortunate tenants are not altogether devoid of astuteness and the laws will have to be very carefully drawn up if the landlords are to be prevented from driving the proverbial carriage and pair through them. If they cannot charge their own rent it appears that some of them are determined to squeeze the money out of the unfortunate living in their property by other means. A letter published recently in one of the local papers shows that there is practically no limit to the ingenuity of some of these usurers to extort money from the public. The letter is from a landlord to a tenant and demands two dollars a month "shoe money." The writer states that it is the common practice of their pawnshop to levy a charge of shoe money, and knowing full well that the unlucky tenant stands no earthly chance of finding other accommodation, goes on to say that if the charge is considered oppressive the tenant may remove to a place where shoe money is not charged. "We are the landlord and you are the tenant. Do not frighten us with your absurd talk of law." And that is how the matter stands. The demand is far greater than the supply and the landlord feels safe in bullying the tenant and practically defying him to take advantage of the law. But from what His Excellency said the other day of this description had better sit up and take notice or they will be in for a very warm time.

## YAUMATI MURDER.

### A Constable's Discovery.

Yesterday a Chinese constable found a man named Kwong Chi Wong lying outside 52 Reclamation Street, suffering from bullet wounds. The constable heard three shots fired and on going to the spot found the man bleeding profusely. The wounded man said that Ying Shui-chung had shot him. Ying Shui-chung has since been arrested. It is believed that the whole affair was the outcome of heavy gambling at Yaumati.

The man died this morning at the Kwong Wah hospital.

Do any of the readers of this column dwell in regions which "poor pussy" favours for his or her moonlight ramble? Spring is the time when love is supposed to come to us, but Spring (if that time of the year in this corner of the Globe when the colder weather changes to brilliant sunshine or warm sultry days of rain can be called Spring) has long passed and pussy still goes courting. The writer dwells under the same roof as one of the belles of the cat world of Hongkong. Ju'ing from the number of Romeos who come to warble nightly beneath the writers window—the lady is wont to retire on the mat outside his door—this specimen of the tribe must be one of the most sought after female cats in the Colony. Number one love-sick swain usually arrives just before midnight and sings his lady-love's praises until someone gets up and scares him away by loudly calling him names in English, Cantonese and any other dialect with which the irate one may happen to be acquainted. There is then peace for perhaps half an hour and everyone is able to drop off to sleep again. Then another calls and after he has been chivied away, singly and in twos and threes some more roll up. The most persistent wooer arrives about two o'clock and although the fair one does not trouble herself to go out and take part in a moonlight flirtation, she rarely favours him because when this visitor arrives she joins in the opening bars of his refrain. For about an hour each night these two treat a most unwilling audience to a duet. The proceeding usually terminates when the Romeo gets a cigarette tin filled with water placed by a well-meaning friend in some tender spot. The instant the Romeo notices this, he turns on his heel and is gone.

## THE INDUSTRIELLE BANK.

### Further Statement from Singapore.

(From Our Own Correspondent.)

Singapore, July 6.

The Manager of the Banque Industrielle de Chine has reaffirmed his statement of the local branch's soundness. A group of important creditors are preparing a petition for the appointment of a Receiver for the Singapore branch.

## PUNKHA WALLAH IN TROUBLE.

### Stole Soldier's Trousers.

A Chinese boy, employed as a punkha coolie in Wellington Barracks, was this morning sentenced by Mr. Orme to two months at Litchikok Prison, for stealing a pair of trousers which was hung over the verandah railing of the barracks to dry.

Private Condit said he was on duty last night and the defendant came along with a roll of matting under his arm. Inside the roll of matting was a flour bag and inside the bag was the pair of trousers.

The defendant said he carried bread in the flour bag. The soldiers really gave him bread. He did not know how the trousers came to be in the bag.

## NEW DIOCESAN BOYS SCHOOL.

### Donations to Fund.

The Hon. Treasurer of the Diocesan New School Fund began to acknowledge with thanks the following donations to the New School which have been either promised or paid into the bank.

Mr. H. M. H. Namazee	\$10,000.00
Mr. O. A. Pentreath	3,000.00
Scholars' Peace Fund	1,000.00
Scholars' Fund 1920	1,000.00
Scholars' Brick Fund (June to July 1921)	2,700.00
The Kowloon Sze Yuen Kai Fong Ferry Co. Ltd.	1,000.00
Rev. W. T. Featherstone	1,000.00
Mr. E. H. Hay	250.00
Mr. W. G. Lay	100.00
The Hon. Mr. H. W. Bird	100.00
Mr. H. C. Reaker	99.00
Dr. W. B. A. Moore	25.00
Mr. W. R. Sayer	10.00
Mr. E. R. Valentine	10.00
H. K. Wastepaper Fund (per Mr. C. Gerken)	20.00
Total	\$20,314.05

## News in To-day's New Advertisements.

The mid-week programme at the Hongkong Theatre includes another feature with Carmel Myers in the principal role.—Page 12.

J. T. Shaw advertises the last three days of his sale.—Page 7.

Lammert Bros give intimation of two sales of sundry goods including a motor bicycle.—Page 4.

The Waring Company are staging "Don" to-night at the Theatre Royal.—Page 4.

Jardine Matheson advise consignees of cargo of the arrival in port of the S.S. Glenluce.—Page 4.

The S.S. Teiresias will be dispatched for Shanghai and Japanese ports on Monday.—Page 4.

R. H. Kotewall has to-day established himself as a General Merchant in Alexandria Building.—Page 4.

The Chamber of Commerce Chinese Language School closes for vacation on July 8.—Page 4.

There's a Godown to let at Watson's Quay.—Page 4.

Powell's are opening a stock of Gold Hats.—Page 4.



## NOTICE

**L & C HARDTMUTH'S**  
**KOH-I-NOOR**  
 THE PERFECT PENCIL  
 Is your pencil a  
**KOH-I-NOOR**  
 (Made in Ceylon, Ceylon)  
 or only an imitation?  
 This famous pencil is sold by  
**SOUTH CHINA MORNING POST, LTD.**  
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**TSANG FOOK PIANO CO.,**  
 MAKERS, EXPERT TUNERS & REPAIRERS.  
 Telephone 2127. 94a, Wanchai Road.

**E. HING & CO.**  
 SHIPBUILDING MATERIALS, SHIPHANDLERS AND  
 HARDWARE MERCHANTS.  
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 PHONE NO. 1116. CENTRAL.

**A. TACK & CO.**  
 The Largest Photo-Supplies in the  
 COLONY.  
 Developing and Printing Undertaken.  
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PUBLISHED ANNUALLY.  
**THE LONDON DIRECTORY**

with Provisional & Foreign Sections.  
 enables traders to communicate direct with  
**MANUFACTURERS & DEALERS.**  
 London and in the Provincial Towns and  
 industrial centres of the United Kingdom and  
 the Continent of Europe. The aim is  
 to provide a complete and reliable source of  
 information for all business purposes.  
**REPORT MERCHANTS**  
 with detailed particulars of the goods shipped  
 and the Colonial and Foreign Markets supplied.  
**STEAMSHIP LINES**  
 arranged under the Ports to which they sail,  
 and indicating the approximate sailings.  
 One inch BUSINESS CARDS of Firms desiring  
 to attract their connections, or Trade Cards of  
**ALERS SEEKING AGENCIES**  
 can be printed at a cost of 1/6 per set, each  
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 Large advertisements from 2/6 to 1/2.

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 BUSINESS ESTABLISHED IN 1814.

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 Complete stock. Best terms.  
 Immediate delivery.

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 HING LUNG ST. Phone 515

JUST UNPACKING,  
 SELF-TONING PAPERS.  
 All kinds of Photo Supplies.  
 CHEAP SALE.  
**MEE CHEUNG**  
 Ice House Street.

**COOKING RANGES.**  
 LARGEST STOCK IN THE  
 COLONY.  
 MODERATE PRICES.  
 ENQUIRIES INVITED.  
**C. E. WARREN & CO., LTD.**  
 Established 1900.  
 30-32 Des Vœux Road.

## EARLIER TELEGRAMS

## FRANCE AND GERMANY

Berlin, July 4.  
 The *Allgemeine Zeitung* correspondent at Southern says that  
 Allied troops, mostly British, marched into the town yesterday  
 morning and were acclaimed by the populace, but when the people  
 began to sing patriotic songs the French guard attacked them with  
 rifle-bullets. Shots were thereafter fired. A French major was  
 killed and several French soldiers wounded. The Frenchman  
 thereupon lost control and attacked the crowd. Several women  
 and children are reported killed and twenty citizens, including the  
 first and second Burgomasters, were arrested as hostages.

## IRISH PEACE

London, July 5.  
 The Lord Mayor of Dublin, Mr. Arthur Griffith, M.P., Mr.  
 Barton and other representatives of the Government went to Kingstown  
 to-day to receive General Smuts. The general arrived at an hour, but  
 General Smuts did not appear. His arrival was expected this  
 evening.

It transpired that General Smuts was aboard the steamer at  
 Kingstown but did not appear, because he wished to avoid a public  
 reception. Subsequently, when these expecting him departed, he  
 motored to Dublin and called on the Lord Mayor.

It was mentioned this morning that a sequestration. Pear  
 was kidnapped when his residence in Castle Bernard was burned  
 down by armed men on June 21st.

## THE ELEMENTS OF WARFARE

Newport, Rhode Island, July 5.  
 Admiral Sims, in a speech, urged public discussion as a safe-  
 guard of public interest and contrasted the attitude of the United  
 States in forbidding public criticism by officers of the Allied forces  
 with the attitude of some European Powers, which actually re-  
 warded beneficial criticism. He pointed out that since the Armis-  
 tice, Admirals Jellicoe, Fisher, Percy Scott, Rear Admiral Bacon  
 and Field Marshal French had published books containing criticisms,  
 compared to which any criticisms appearing in America seemed  
 to be very mild. He said Americans know less about the  
 elements of warfare than the people of any other great Power. A  
 similar attitude could not be maintained in future without very  
 serious risk.

## JAPANESE IN FRANCE

Paris, July 2.  
 The Japanese Crown Prince and his suite visited the airfield  
 at Le Bourget, near Paris. Enroute, the most important aviation  
 depot, was being used in June last by five hundred airplanes carry-  
 ing over two thousand passengers and fifteen tons of sundry  
 freight.

The Japanese officers and sailors were the guests of Toulon  
 Municipality, where there was a brilliant festival to celebrate the  
 arrival of the Japanese squadron.—Vale.

Paris, July 5.  
 The War Minister, M. Barthou, gave a luncheon in honour of  
 the Japanese Crown Prince, other guests being the three Marshals,  
 Joffre, Foch and Desperes, and a number of generals, diplomats  
 and members of the Japanese Mission.—Vale.

## BANQUE INDUSTRIELLE DE CHINE

Paris, July 5.  
 The Board of the Bank Industrielle de Chine thought fit  
 yesterday to apply for "transactional." A strong hope is still alive  
 that the Bank will eventually extricate itself. The financial mar-  
 ket is quite undisturbed. Money is easy.

Following the recent emission of the French Government's  
 short term bonds, which proved an unqualified success, netting  
 over two hundred millions sterling par in twenty days, large emis-  
 sions of bonds by various cities in industrial concerns and ship-  
 ping companies are readily being absorbed by French investors.

## ANTI-PROHIBITIONISTS' PARADE

New York, July 5.  
 Mayor Hylan reviewed a parade of several thousand anti-  
 prohibitionists. Each individual wore a miniature liquor bottle  
 in his coat lapel. Three hundred organizations, including one  
 hundred Italian societies, were represented in the procession.  
 Bands played drinking songs. It is noteworthy that few women  
 participated.

## COAL SHIPMENTS

London, July 5.  
 In connection with the resumption of work in the coalfields,  
 provisional arrangements have already been made on a moderate  
 scale to resume coal shipments. The hope is expressed that ships  
 this month will proceed to Port Said and India with coals, and then  
 proceed to other Eastern markets to load homeward cargoes.

## BIG FIRES AT MADRAS

Madras, July 5.  
 Two thousand persons are homeless as the result of two  
 fires. The cotton mill workers on strike tried to prevent the police  
 and firemen from extinguishing the fire. Troops were called out,  
 whereupon the strikers temporarily retired.

## EARLIER TELEGRAMS

## THE TRADE POSITION

London, July 5.  
 Addressing the Manchester Chamber of Commerce, Sir Edwin  
 Stockton, the President, hopefully reviewed the trade position.  
 He said he had every reason to believe that we had turned the  
 corner. There were distinct signs of a desire to come into the  
 market. The big decline in values made trade easier to finance,  
 and the high of loss was greatly reduced. These inducements  
 could not fail to attract many far-seeing buyers. He was very  
 optimistic about the prospects of the cotton industry, and the  
 world could not wait indefinitely for their return. He was  
 satisfied and must return to cotton goods, owing to their com-  
 parative cheapness.

## DISPUTED TERRITORIES

Oppeln, Silesia, July 2.  
 Evacuation by the Poles and Germans respectively of the  
 disputed territories is proceeding in good order, the local forces  
 taking charge.—Vale.

## HONGKONG'S PUBLIC HEALTH CONDITIONS

## Dr. Koch's Protest at Sanitary Board

At a meeting of the Sanitary Board held yesterday afternoon  
 Dr. W. V. M. Koch drew attention to a statement made by Mrs.  
 Neville Rolfe, published in the *British Medical Journal*, to the  
 effect that the public health conditions of Hongkong were "dis-  
 graceful."

Mr. G. R. Sayer presided over the meeting and there were also present Mr. Chow  
 Shou-sun, Mr. S. W. Tso, Dr. Koch, Mr. C. G. Alabaster, the M.O.H.  
 (Dr. W. W. Pearce), and the Secretary (Mr. C. M. W. Reynolds).  
 Dr. Koch said he would like to draw attention to a very curious  
 statement made by one of the members of the Commission on  
 Venereal Diseases that passed through Hongkong a little while  
 ago. The statement, published in the *British Medical Journal*, was  
 by Mrs. Neville Rolfe, whose name had been before the Board  
 already. She stated that in Hong-  
 kong "public health conditions were disgraceful."

Dr. Koch proceeded: I think a protest should be made against a person who passes through a place for a day or two making a statement like that. I do not think it is justifiable that a statement like that should be spread broadcast throughout the medical world by appearing in a paper of the importance of the *British Medical Journal*. Medical people outside Hongkong will think this place is a disgrace to civilisation. As a matter of fact, from my personal knowledge of a great many Eastern and West India cities, I think public health conditions in Hongkong are marvellously good. Sanitation is very carefully looked after—I do not say that because I happen to be a member of this Board. Public health conditions are very excellent indeed, considering the difficulties with which we have to contend. I think it is a disgrace that a member of a Commission like this should make such a statement as the one I have quoted, and a contradiction should be sent to the medical papers. I have already sent to them a contradiction of this good lady's statement which I brought before the Board on a previous occasion. I think some public notice should be taken of this one; possibly the Head of the Sanitary Department or the Medical Officer of Health ought to write and contradict it.

Mr. Chow Shou-sun said he agreed with Dr. Koch that a person passing through a place on a short visit should be more careful than to make such surprising remarks. In this case, however, the extract from the *British Medical Journal* referred to by Dr. Koch is part of a report of a conference at which members of the Commission sent out by the National Council for Combating Venereal Diseases made reports. The issue is dated May 14th, 1921, (p. 717). We quote the report of Mrs. Rolfe's speech, in full, as follows:—

Mrs. Neville Rolfe, (Educational Commissioner to the Far East) said that the four ports which were visited by herself and the Medical Commissioner (Dr. Rupert Hallam) were Shanghai, Hongkong, Singapore, and Colombo. At Shanghai a site was chosen for a clinic for seafarers, leaflets had been drawn up to be given to every incoming sailor telling him where he could get free treatment, and the authorities had promised that the surplus on next year's budget should be earmarked for this campaign. A specialist had been sent for from Europe, and immediately on his arrival the clinic would be started. In Hongkong, where public health conditions were disgraceful, reform was a slower matter, but the Commission was able so to organize Chinese and British opinion in the colony that the authorities were at last convinced that in carrying out the recommendations of the Commission they would be falling in with popular sentiment. In Singapore the principle of free treatment facilities had been accepted by the Governor, who had agreed

with the Sanitary Department was, in a way, an interested party, he thought the Commission would best consult an authority outside the Sanitary Board.  
 The President: Personally, I feel I can take absolutely no notice of it at all.  
 Dr. Koch: Just as you please, Sir. I thought it would be of interest to the Board to know the opinion expressed by a member of a Commission which carries some weight in England.  
 The Medical Officer said he did not know where the member of the Commission got her information from during the time she was in the Colony. She did not approach him for any information about public health or for any statistics. She might have approached some other Government medical officer or some member of the Board.  
 Mr. C. G. Alabaster: She did not put herself in touch with the Board, I understand?  
 The President: I had the pleasure of being introduced to her outside this Board room and offered to help her, but she did not want any communication with me at all.

There was a sensational finish to the South African billiards championship at Johannesburg. Cecil Harverson beating Frank Ferrars by 24 points in 16,000 up. At one stage Harverson led by 213 points, and once during the final session Ferrars was 325 in front, and only required 213 for game, but Harverson, plodding along, won amid great excitement.

The English Football Association have withdrawn the sine die suspension of the Northern Nomads F. C. passed for not producing books when required. This means that the Olympic jumper and Everton goalkeeper, Howard Baker, will be able to keep goal for England against Belgium.

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 kong "public health conditions were disgraceful."

Dr. Koch proceeded: I think a protest should be made against a person who passes through a place for a day or two making a statement like that. I do not think it is justifiable that a statement like that should be spread broadcast throughout the medical world by appearing in a paper of the importance of the *British Medical Journal*. Medical people outside Hongkong will think this place is a disgrace to civilisation. As a matter of fact, from my personal knowledge of a great many Eastern and West India cities, I think public health conditions in Hongkong are marvellously good. Sanitation is very carefully looked after—I do not say that because I happen to be a member of this Board. Public health conditions are very excellent indeed, considering the difficulties with which we have to contend. I think it is a disgrace that a member of a Commission like this should make such a statement as the one I have quoted, and a contradiction should be sent to the medical papers. I have already sent to them a contradiction of this good lady's statement which I brought before the Board on a previous occasion. I think some public notice should be taken of this one; possibly the Head of the Sanitary Department or the Medical Officer of Health ought to write and contradict it.

Mr. Chow Shou-sun said he agreed with Dr. Koch that a person passing through a place on a short visit should be more careful than to make such surprising remarks. In this case, however, the extract from the *British Medical Journal* referred to by Dr. Koch is part of a report of a conference at which members of the Commission sent out by the National Council for Combating Venereal Diseases made reports. The issue is dated May 14th, 1921, (p. 717). We quote the report of Mrs. Rolfe's speech, in full, as follows:—

Mrs. Neville Rolfe, (Educational Commissioner to the Far East) said that the four ports which were visited by herself and the Medical Commissioner (Dr. Rupert Hallam) were Shanghai, Hongkong, Singapore, and Colombo. At Shanghai a site was chosen for a clinic for seafarers, leaflets had been drawn up to be given to every incoming sailor telling him where he could get free treatment, and the authorities had promised that the surplus on next year's budget should be earmarked for this campaign. A specialist had been sent for from Europe, and immediately on his arrival the clinic would be started. In Hongkong, where public health conditions were disgraceful, reform was a slower matter, but the Commission was able so to organize Chinese and British opinion in the colony that the authorities were at last convinced that in carrying out the recommendations of the Commission they would be falling in with popular sentiment. In Singapore the principle of free treatment facilities had been accepted by the Governor, who had agreed

with the Sanitary Department was, in a way, an interested party, he thought the Commission would best consult an authority outside the Sanitary Board.  
 The President: Personally, I feel I can take absolutely no notice of it at all.  
 Dr. Koch: Just as you please, Sir. I thought it would be of interest to the Board to know the opinion expressed by a member of a Commission which carries some weight in England.  
 The Medical Officer said he did not know where the member of the Commission got her information from during the time she was in the Colony. She did not approach him for any information about public health or for any statistics. She might have approached some other Government medical officer or some member of the Board.  
 Mr. C. G. Alabaster: She did not put herself in touch with the Board, I understand?  
 The President: I had the pleasure of being introduced to her outside this Board room and offered to help her, but she did not want any communication with me at all.

There was a sensational finish to the South African billiards championship at Johannesburg. Cecil Harverson beating Frank Ferrars by 24 points in 16,000 up. At one stage Harverson led by 213 points, and once during the final session Ferrars was 325 in front, and only required 213 for game, but Harverson, plodding along, won amid great excitement.

The English Football Association have withdrawn the sine die suspension of the Northern Nomads F. C. passed for not producing books when required. This means that the Olympic jumper and Everton goalkeeper, Howard Baker, will be able to keep goal for England against Belgium.

## DOINGS OF THE DUFFS

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### THE DOMINION PREMIERS.

#### Vignettes of Overseas Statesmen.

The Empire Statesmen assembled round the Council table in London are thus described by Mr. J. Saxon Mills:

#### NEWFOUNDLAND.

I think I had better begin, he writes, with the youngest of the visiting Premiers, who happens to represent the oldest Dominion, Newfoundland. The Honourable Richard Anderson Squires, K. C., is just over 40 years of age, and has held the dual posts of Prime Minister and Colonial Secretary since he won his victory at the polls in November 1919. He is a native Newfoundlander, having been born at Harbour Grace, the second largest town in the island. He was educated at Dalhousie University, Halifax, Nova Scotia, where he took the degree of LL.B.

His political career began in 1909, when he was elected to the House of Assembly for the district of Trinity. He climbed the rungs of political promotion pretty fast. By profession he is a lawyer practicing at the Newfoundland Bar, and was a law partner of Lord Morris when the latter was Prime Minister of Newfoundland.

Mr. Squires has had a large legislative experience. He is remarkable for intellectual vigour and industry, and is filled with a patriotic ambition for the progress and advancement of his country. He should have a long and serviceable career before him.

#### CANADA.

Mr. Squires then, will be the boy of the Cabinet. But the Right Honourable Arthur Meighen, Premier of Canada, is only six years older, having been born in 1874. From Toronto University young Meighen stepped westwards, and started practice at the Manitoba Bar, at a little town 60 miles west of Winnipeg, called Portage la Prairie, which constituency he has represented in the House of Commons at Ottawa since 1908.

Mr. Meighen, accordingly, is the first Westerner or prairie man to become Prime Minister of the Dominion. His first-class fighting abilities came out over the question of reciprocity with the United States, which he brilliantly opposed, and that of a direct contribution to the Imperial Navy, which he as brilliantly supported.

So great was his power in debate and so wide his political experience that Mr. Meighen was obviously the man to succeed Sir Robert Borden when the latter retired in July of last year. He is not very well known in this country.

His spare and ascetic figure and certain look of having been born tired seem to belie that lust for battle and work which is Arthur Meighen's unquestioned attribute. He will be an object of much interest and curiosity at this year's meetings and festivities.

#### NEW ZEALAND.

The genial and "massy" semblance of the Right Honourable William Ferguson Massey, Prime Minister of New Zealand, is now quite familiar in the Old Country. A most interesting career, and one quite peculiar to the British Empire, he had. Emigrating at the age of 14 in 1870, he settled near Auckland, and by dint of brains and character and hard work rapidly became a leader of the British community in that far Southern Dominion.

How he brought his country into the Great War "to the last man and the last shilling" is a matter of glorious remembrance. In 1915 he formed one of those Coalition Governments which have been such a feature of our home and Empire politics in late years. Mr. Massey will be heartily greeted by countless admirers in this country.

#### AUSTRALIA.

"Mr. Hughes, Mr. John Bull," Mr. John Bull, Mr. Hughes would be quite a needless formality. The Right Honourable William Morris Hughes is almost as well known under Charles's Wain as under the Southern Cross. Nobody doubted which side Mr. Hughes backed when the war began. How he smote and slew the Germanic dragon in his island continent is a record for all time.

And as for his speeches, his tributes to the Australian heroes of the war, they have passed into the literature of the war as a kind of the school-books of his country. Here, too, as in Canada, and New

Zealand, a Coalition Government was formed and still subsists.

#### SOUTH AFRICA.

It would be hard to say to whom the world and the British Empire owe a deeper obligation than to the Right Honourable Jan Christian Smuts, Prime Minister of the Union of South Africa. The world owes largely to General Smuts its one great hope, the League of Nations; and on the British Empire he has recently conferred an inestimable boon in the grouping into one great party of the British and moderate Dutch elements in South Africa.

General Smuts believes in the League of Nations, and he must, therefore, believe in the British Empire, which he has defined as "the only league of nations that has ever existed."

Scholar, soldier, statesman; can the Empire have a more attractive or romantic figure? He seems to have stepped down from some historic canvas of the sixteenth or seventeenth century. Yet Smuts is truly a "man of the times," perhaps even a little ahead of his time in political thought and aspiration.

#### INDIA.

India will henceforth be represented at the Empire Cabinet and Conference by native Indians, and she has little difficulty in finding worthy delegates. To this Cabinet comes as representative of the gorgeous Indian princedom his Highness the Maharaja of Cochin, G.C.S.I., G.C.I.E. Cochin is a big peninsula, about the size of Wales, in the north of the Bombay Presidency. It is quite a little world by itself, with a strong national consciousness. The Maharaja is always among his own folk, having been to England only once, at the first Victorian Jubilee.

He is brother-in-law of the Maharajah of Bikaner, who attended the War Cabinets and is now well known in this country. The Maharaja will be heartily welcome.

For the rest of India come Mr. Srinivasa Sastri, lieutenant and successor of the late Mr. G. K. Gokhale, influential among Indian moderates and a joint-shaper of the recent "Dyarchy" reforms. Mr. Sastri is a high type of Indian culture, and speaks and writes English as familiarly as his mother tongue.

The Empire may thank God for the high character, wisdom, and ability of the men who are to decide its destinies at the coming Cabinet and the subsequent constitutional conference.

### ACTION OVER STEEL BARS.

#### Short Delivery.

In an action in the U. S. Court for China at Shanghai on the 27th ult. Mr. H. D. Rodger, for the plaintiffs, Messrs. Gaud, Price & Co., made an application for a claim of \$30,000 from defendants the Trans-Pacific Corporation, under a letter of guarantee dated October 27, 1920. The application was based, said counsel, on a affidavit, a copy of which was served on defendants. It was signed for by Mr. O. B. Gainsborough (vice-President and Oriental manager of defendant firm) as having been received by him. Defendants had declared that they did not wish to defend the action and desired to leave the issue to be decided by the Court.

Upon the name of the defendants having been called three times by the Court Marshal and their failing to answer, Mr. C. R. Tichenor, manager of the import and export department of plaintiff firm, stated that there had been a deal in steel bars from the United States. When the transport arrived together with the invoices it was discovered that the Trans-Pacific Corporation had "shipped the short ton." It was impossible to dispose of the consignment unless defendants made up the weight. This they said they could not do.

The Judge—The steel was shipped to you?—Yes. We accepted the drafts, but not the goods. We merely acted for other firms in a financial capacity. We opened the credit for another concern. In reply to another question by his Honour as to whom the bars now belonged, witness said they were in the hands of the Trans-Pacific Corporation. Plaintiff had never accepted any part of the shipment. Mr. W. J. Gande, partner of plaintiff firm, said that the bank had made repeated demands for the settlement of the drafts, and that plaintiffs would be obliged to pay them.

Judgment was reserved.

### DEATH OF EARL WHO OWNED A CAB BUSINESS.

#### Lord Shrewsbury and his Famous Hansoms.

A romantic career of the peer age has been brought to a close by the death of the Earl of Shrewsbury and Talbot, at the age of 60.

His chief claim to distinction was his invention of the famous S. T. hansom, the first cab with rubber tyres to be put on the streets of London. The smooth running and noiselessness of the new vehicles quickly gained for them a great popularity.

The inheritor of great wealth, the earl was able to dabble in business more or less as a hobby, and one of his enterprises was the provision of a large fleet of hansoms for the metropolis.

#### CORONETS ON CABS.

Far from being ashamed, as a peer, of this incursion into business, he displayed a coronet on his cabs, and later introduced the hansom into Paris, Brussels and Milan.

In 1903 motoring, then in its infancy, attracted his attention, and he devoted a great deal of energy and money to further the industry. He started a factory at Nothling-hill for the manufacture of French cars, and in the first year completed 50.

He was a great all-round sportsman, and after he had passed the age of 50 was a fine polo player and a keen shot. For many years he was a regular follower of the Cheshire hounds, and took an active part in boxing and fencing. From his youth he was fond of coaching, and for several seasons drove the Greyhound coach from Box on to Alton Towers, his seat near Stoke-on-Trent.

He was the central figure, in the early eighties, of a society divorce sensation. Shortly after coming into the title at the age of 17, he made the acquaintance of Mr. Mundy, and paid visits to the latter's home at Shipley Hall, in Yorkshire.

#### SOCIETY ROMANCE.

There Lord Shrewsbury, then 20, met Mr. Mundy's young wife, and several months later she left her home, and ran away with the young earl. Her husband divorced her, and in 1882 she became Countess of Shrewsbury and Talbot.

For several years the couple lived happily, but a disagreement sprang up, and they separated. This led to a lawsuit, the countess claiming the use of Alton Towers and £1,000 a year from her husband.

During the case, which she won, a number of curious incidents were related. When in July 1902 she and her daughter, Lady Viola, arrived at the Towers, they were refused admission by a housemaid, who said she had had orders to admit nobody. The door was banged to in the countess's face, but her daughter forced it open.

SCRAMBLE THROUGH A WINDOW. To obtain even the most ordinary utensils, the two ladies had to break open locks and cupboards, and Lady Viola had to dig potatoes from the garden. On another occasion the daughter had to scramble through the window in order to admit her mother.

Afterwards Lady Shrewsbury lived at Alton Towers, and the Earl at his other seat Ingestre Hall, which is only 20 miles away.

Lord Shrewsbury, who derived most of his wealth from coal mines, was Lord High Steward of Ireland, and the premier earl of England and Ireland. He is succeeded by his grandson, Viscount Ingestre, who was born in 1914. The child's father, and the earl's only son, died in 1915.

### MAIL-CARRYING FLIGHT.

#### An August Stunt.

Under the auspices of the Japanese Imperial Aviation Association, another mail-carrying flight will be made on August 20th. The planes will carry mail from Tokyo to Morioka, a distance of about 1,030 kilometres.

The aviators who take part in the flight will drop cards at Utsunomiya, Koriyama, Sendai and other towns en route as specified by the Association.

The winners of the competition will receive Yen 10,000, Yen 8,000, Yen 7,000 and Yen 5,000 respectively.

About six civilian aviators are expected to participate in the flight. All of them are in possession of the first or second class aviator licences.

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## NEW ADVERTISEMENTS.

## WANTED.

WANTED.—Oswald Lym A.L.C.M., L.L.C.M. (London) gives Violin tuition. Apply box 577 c/o "Hongkong Telegraph."

WANTED.—A young man to undertake the duties of proof-reader.—Apply "Hongkong Telegraph."

## TO BE LET.

TO LET.—Large Godown at Wanchai (known as Mody Godown). Apply Lee Hy San & Co., 202 Queen's Road Central.

TO LET.—At once from 15th July to 15th Oct. 6 Roomed Furnished House with Servants and large garden, Nathan Road Kowloon close Ferry. Apply Box No. 579 c/o "Hongkong Telegraph."

TO LET.—Office, on the second floor of St. George's Building, two or four rooms. Apply Box No. 578 c/o "Hongkong Telegraph."

TO LET.—Godown at Yau-mati. For particulars apply to the Hongkong Land Reclamation Co., Ltd.

TO LET.—"Bahar Lodge," No. 4 Peak Road, Peak, 3 rooms, lately renovated. Apply to Ribeiro, Son & Co. P. O. Box 501.

## NOTICE.

I have this day established myself as a General Merchant under the firm-name of R. H. KOTEWALL & CO. in Alexandra Buildings.

R. H. KOTEWALL  
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## THE BLUE FUNNEL LINE.

## S.S. "TEIRESIAS".

Will be despatched for Shanghai, Kobe and Yokohama at noon on Monday 11th July.

Excellent first class passenger accommodation.  
For further particulars apply to BUTTERFIELD & SWIRE Agents.

## HONGKONG GENERAL CHAMBER OF COMMERCE.

## CHINESE LANGUAGE SCHOOL.

The School closes on Friday 8th July, and will reopen on Monday 12th September next.

By order,  
E. A. M. WILLIAMS,  
Secretary.

Hongkong 5th July, 1921.

## CONSIGNEES.

## NOTICE TO CONSIGNEES.

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having arrived from the above ports, Consignees of Cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 13th July, 1921 at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on 13th July, 1921 at 10 a.m. Claims against the steamer must be presented within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected in any case whatever. Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., LTD.,  
Agents.

Hongkong, 6th July, 1921.

## PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

Thursday the 7th July, 1921

commencing at 11 a.m.

at a Godown of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Yaumati 290 Bundles Mild Steel Corrugated Structural Grade Bars 40" x 3/8"

Terms: Cash on delivery  
LAMMERT BROS.,  
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Thursday the 7th July 1921

commencing at 12 o'clock (noon)

at No. 1-A Duddell Street

A Quantity of Electric Fan Coils and afterwards at their Sales Rooms, Duddell Street

4000 yards Canvas

2 casks Ready Mixed White Paint

2 casks Ready Mixed Green Paint

15 rolls Triangular Wire Mesh

3 cases infant's Hosiery

1 case Needles

Terms: Cash on delivery  
LAMMERT BROS.,  
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Saturday the 6th July 1921

commencing at 11 a.m.

at their Sales Rooms, Duddell Street

A Quantity of Office and Household Furniture (Full particulars from catalogue) Also

1 Indian Motor Bicycle

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Steamers calling at SEBATTIK or SANDAKAN exclusively for Bunkers are exempt from payment of ordinary Port Charges. The minimum draft of water alongside the Company's Wharf at Sebatik is 2½ feet at low water Spring Tides. Charts of Cowie Bay (Sebatik Harbour) and any required information concerning the port can be had on application to

BRADLEY & CO. LTD.

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## HONGKONG THEATRE.

A new entertainment for the tired business man and woman—and everybody else—has been conceived for the screen in "The Little White Savage" which is showing at the Hongkong Theatre from to-day until Friday.

"The Little White Savage" which stars Carmel Myers, is neither drama nor comedy, nor is it burlesque as we know it. But it is a combination of the three with a dash of delicious satire and a bit of ridicule at everybody thrown in for good measure. In fact the theme is a Shavian in tendency and like the famed G.B.S. "The Little White Savage" makes fun of everybody, including its characters.

It all happens when a country editor doubts the genuineness of "The Little White Savage," the greatest show's star freak, supposedly taken from Sir Walter Raleigh's "Lost Island" in the Atlantic. Then Larkay, the owner, and Kerry Byrne, former New England pastor, but now the circus partner, tell the newspaperman the story of "the little white savage's" abduction from the island and how she disrupted the peace of Kerry's New England parish by her startling appearance there.

## THEATRE ROYAL.

## The H. B. Waring Company.

Last evening the H. B. Waring Company presented the third piece of the return season to Hongkong. "The Adventure of Lady Ursula," a comedy-drama of the Georgian period, which was well received by an audience that should have been more numerous, for the play was an exceptionally beautiful one. The script was good, allowing scope for the display of dramatic talent for the whole cast and the acts each had a semi climax of much force and realism. Wit and repartee of the time flowed freely and many lines were even brilliant, but all through it was good. The staging of the play was exceptional for Hongkong, while the dressing and the acting of "The Adventure of Lady Ursula" were all that could be wished for. Throughout the performance there was the atmosphere of a London production, something unusual in a Hongkong theatre. The play had a great charm with its setting in the days of brocade, poudre and duelling as a means to vindicate an insult. Although carrying a deal of good comedy there were several very tense dramatic scenes. The visit of Lady Ursula, dressed as a young man of the time, to the home of Sir George Sylvester was striking enough, but, later, when at the club the two were about to fight a duel with pistols to right a misunderstanding the tension was taut with expectancy. Needless to say, the situations were handled splendidly and the artistic ability of the principals was evident. Miss Jeanette Sherwin played the part of Lady Ursula with great charm. Dressed as a man she was most prepossessing and convincing in her acting. Sir George Sylvester, who had forsworn the friendship of women, but later only to fall a ready victim to Lady Ursula, was admirably portrayed by Mr. Charles Quartermaine. "Dorothy Fenton, the friend of Lady Ursula, was in the hands of Miss Edith Smith, who invested the character with much girlish gaiety. The comedy was mostly in the lines of Mr. Christian Morrow (Rev. Blimbo) and Mr. Frederick Annerley (Mr. Dent). The contrast between the two parts was not overdone and the "comic relief" was all the better for that fact.

The other parts of the play were taken by Mr. Frank Vosper; Mr. C. W. Hulser; Mr. Peter Creswell; Mr. James Jolley; Mr. Walter Plinge; Mr. Hamilton Edwards; and Miss Alys Rees.

To-night will be staged Rudolf Pessier's play "Don." It is very rarely indeed that Hongkong has a popular London actor of the high reputation of Mr. Charles Quartermaine in its midst and more rarely still can local playgoers see a star actor in a character actually created in London by him. Apart then from the outstanding beauty of the play itself Mr. Quartermaine's self-created part—a monument of acting as it was recorded at the time—should prove a big draw. If Hongkong is to have companies of the excellence of the Waring Company, we must use every means in our power to encourage this class of work and playgoers have the matter in their own hands.

Smaller Concerns Hard Hit.

The very keen competition amongst the various garages in the Colony has reached a stage when one or two of the smaller concerns may have to go out of business altogether, said a local garage manager to-day. This position has been brought about by the cutting down of rates, initiated by the bigger concerns, which has resulted disastrously for the smaller competitors who are unable to make a remunerative return from the operation of the few cars which constitute their total fleet.

It is of interest to note in this connection the plans of the Dragon Motor Car Company for the construction of a combined garage and godown, with a capacity for storing 200 cars on the piece of land in Wong-nai-cheong Road which they recently purchased at a Government auction for \$3,500. The structure will have two storeys, a separate entrance to the upper of which will be made from a higher level at one side of the building. When completed the company will be enabled to dispense with the use of the half dozen different godowns, which are now being used to store the company's large fleet of cars.

## GARAGE COMPETITION.

## Smaller Concerns Hard Hit.

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## TO-DAY'S MISCELLANY.

Mr. Lloyd George's important State paper on Silesia and the Paris press would probably have surprised some of the statement of the past, for it does not conform to stereotyped dictation. It is not unique for the Executive of one nation to make complaint of the press of another, but the complaint has not often, if ever, been made quite in this way. Napoleon III., for instance, made frequent complaint of the language used about him by the "Times" and other papers, and these complaints were passed on to Delane by harassed Ministers. At least one King of Prussia made similar complaints. But these things were done, as a rule, behind the scenes; the public knew nothing about them, and no previous British Prime Minister has published a direct and grave rebuke in the British press addressed to the press of a friendly country. To admit this is not of course, to criticise Mr. Lloyd George's method; other times other methods.

There is another point which would probably have brought some remonstrance from the Court in other days. Mr. Lloyd George makes free use of the first person. He mentions the British people and the British Government, but the time-honoured phrase "his Majesty's Government" appears nowhere in the statement, as it would have appeared had the remonstrance been drafted by Gladstone or Disraeli. The whole thing is, indeed, an excellent instance of "open diplomacy," and as such may be accepted as symptomatic of new ideals. Probably it may be more effective than representations made by our Ambassador in Paris, or such roundabout methods as a statement that "it is understood on high authority." In part it may be compared with a famous Chamberlainian, "What I have said, I have said," addressed to Germany before the war, and it seems to have made a sensation not less remarkable, though the intention is more friendly.

There appears to be some little danger (writes a correspondent in a Home Journal) that we may lose our sense of proportion in the praise that is being lavished on the pictorial advantages of (comparatively) smokeless cities. Photographers and descriptive writers are hard at work telling us that those who have not seen London during a coal strike have never seen London as it should be seen. From other industrial cities the same cry goes up—in blissful forgetfulness that we agreed long ago that the charm of our great cities lay largely in their atmospheric effects. Manchester has its eminent celebrators even in its duskiest moments; what Londoner who was also a patriot of London has not, at some time or another, talked or written enthusiastically of the purple haze of the parks, the wonderful violet mistiness under the trees in Kensington Gardens, "the vague intensity of misty glory," the "pearl greyness" of winter, the "golden haze of evening" from Primrose Hill? All these things, and their counterpart in other great cities, owe something, and a good deal, to the smoke whose departure we are welcoming with a little too much delight. A smokeless London, or a smokeless Manchester, would have real compensations. But smoke veils transform much that is hard and ugly, and the smokeless English city might become the hard thing that a photograph is in comparison with a drawing.

## REALLY GOOD SPECTACLES

are such a comfort to tired or strained eyes that their value cannot be over estimated. If your eyes need glasses, they should have the best you can get. That means (1) careful and expert examination; (2) precision in the making; (3) adjustment to a nicety; (4) the best of materials. All the above, the Hongkong Optical Co., Successors to Clark & Co., Manufacturing and Refracting opticians, the most complete optical establishment in the South China, located in 53, Queen's Road Central, offer you. Testing the sight and fitting glasses is their exclusive business.

## THE NEIGHBOURING FIGHTING.

## Plan to Attack Nanning.

Our Canton correspondent writes:—

Lau Chan-wan the Kwangai Commander who surrendered to the Cantonese force on the face of Wuchow has been appointed as re-organising commissioner in Wuchow by Gen. Chan King-ming.

Gen. Chan has ordered his advance forces to attempt the capture of Chumchow.

Latest information from Kowchow states that owing Wong Tai-wai, the Commander-in-chief there, not being very popular with the other commanders, most of the Cantonese forces either retreated or fled before any fighting began, thus allowing the two districts Sui Kai and Hoi Hong in Luichow to be captured by the Kwangai troops. Wong has arrived in Canton.

The magistrate of Lo Ting Chow has also arrived and has reported that the enemy's force is only 50 li from the city. All the inhabitants have fled.

An official report from Wuchow states that a strong force of Kwangai troops, who assumed the offensive, have been repulsed with heavy loss. Gen. Chan King-ming is now planning to attack Nanning the capital.

Ma Yuk-hong, the Provincial Treasurer, after sending \$300,000 in Canton Province Bank notes to Wuchow, in compliance with Gen. Chan King-ming's order, called a meeting of all the important officials to find means of supplying a further \$500,000 for Wuchow. After two hours' negotiations \$400,000, was promised by the various Departments.

## Sketch of Campaign.

We are in receipt from Canton of the following official sketch of the campaign:—

In order to acquaint the general public of the strength of the Cantonese Army and their operation along the different fronts, the following facts will help to give the public a general idea of the campaign.

About 70,000 men have been sent out to the different fronts in defence of the province. The entire force is divided into three sections, namely the North River section under Gen. Han Sang-chi who is in command of about 20,000 men; the West River or Wuchow section under Generals Ngai Pong-nin, Yeh Chu and directly under the personal supervision of Gen. Chan King-ming, commander-in-chief; the Kao Lay section under General Wang Tai-wei, Chen Chung-kwang and Hu Han-ching.

In the Wuchow section, the strength of the Cantonese Army is about 30,000 men while that of the Kao Lay section is 40 battalions or nearly 20,000 strong. With the capture of Wuchow and other cities further up the West River, the forces there are meeting with no serious resistance for the Kwangai troops are now being pursued and are forced to Hanchow which is midway on the River between Wuchow and Nan Ning, the capital of Kwangai. The troops in the Kao Lay section however are opposed to the best division of the Kwangai troops under command of Ink Yu-kwang, the son of the War Lord Lu Wing-ting. This Kwangai division is striving to reach the coast where outside assistance from the Peking government can be obtained.

Another reason for the determined effort of the Kwangai militarists to gain the coast is the fact that they are being hemmed in on every side of the province and they have to seek some way to escape. The capture of Tsen-Hsi on the 28th June has cut off the Kwangai troops retreat and rendered their position in the Kao Lay district precarious.

According to latest reports, the troops from Yunnan are entering Kwangai by way of Posh while the other Yunnanese troops under Gen. Li Lish-chun who are stationed in southern Hunan have already entered the province from the north and are threatening Kweilin, the old provincial seat of Kwangai. Troops from Kweichow under Gen. Luo Tao, commander-in-chief of the troops in Kweichow province are also advancing on the march towards Liu-chow. With outside assistance cut off and with the allied forces of the Cantonese Army within a short distance of his lair, Nan Ning, the Warlord Luk Wing-ting's fate seemed to be doomed.

## THEATRE ROYAL

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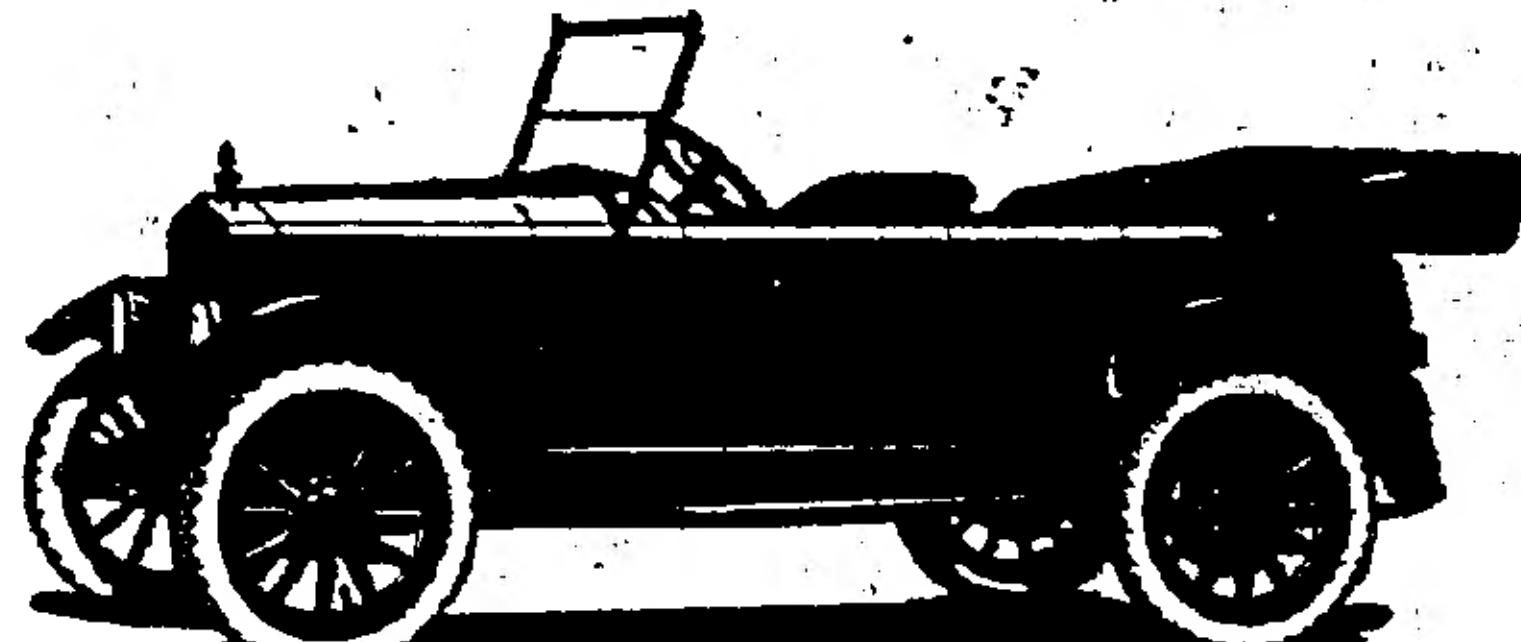
"DON."

THURSDAY July 7	"NERELY MARY ANN"
FRIDAY July 8	"MRS. GORRINGE'S NECKLACE"
SATURDAY July 9	"THE PURSE STRINGS"

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Overland, Model 90, 5 seater, .....	\$1,700.
Willis Knight, 5 seater, .....	\$2,000.
Willis Knight, 7 seater, .....	\$3,000.
Hudson, 7 seater, .....	\$3,000.
Hudson, 7 seater, .....	\$4,000.
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## To-day's Canton Times states:—

Ting-Yuen, an important district midway between Wuchow and Shumchow was captured by the Cantonese troops on July 3rd and the enemy troops are forced to retreat to Shumchow where they are now hastily preparing to check the advance of the Cantonese soldiers. So badly are his troops defeated at every turn, it is reported that Warlord Luk Wing-ting of Kwangai is now preparing to come out of his Nan-ning lair and take command of his troops in person to meet the victorious Cantonese.

Although it is true that some of the Kwangai troops crossed the border in the southwestern section of this province at the very beginning of the outbreak of hostilities, they have since been driven back far into their own province and the troops of Luk Yui-kwang, son of the Kwangai

warlord have now been defeated near Lu Cheun in Kwangai, about 200 li south of Ting Yuen district which is now in Cantonese hands. In the northern section, some of the Kwangai troops are still in Kwantung territory, but it is reliably reported that Yang-shan was retaken on July 3rd and the Cantonese troops there are now taking the offensive.

\$10,000 FIRE AT ENGINE WORKS.  
By a fire at St. Margaret's Engine Works, near Edinburgh, owned by the North British Railway Company, \$10,000 damage was done.

## DUKE ENTERTAINS AMERICAN BUSINESS MEN.

A luncheon was given by the Duke of Portland at Welbeck recently to the American and Canadian dry goods merchants visiting England.



## THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND  
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## LONDON SERVICE

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"LAOMEDON"	13th July	London, Antwerp & Hamburg
"MENTOR"	19th July	London, Amsterdam & Antwerp
"TRUCER"	11th Aug.	London, Rotterdam & Hamburg
"TEIRESIAS"	16th Aug.	London, Amsterdam & Antwerp
"ATREUS"	30th Aug.	London, Amsterdam & Antwerp

## LIVERPOOL SERVICE

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"EURYDAMAS"	10th July	Genoa, Barcelona & Liverpool
"YANOTSEB"	16th July	M'les, Havre, Lpool & G'gow
"AGAMEMNON"	25th July	Liverpool & Glasgow
"EURYPYLUS"	5th Aug.	Genoa, Marseilles & Liverpool

## PACIFIC SERVICE

(via Kobe and Yokohama)

"TYNDAREUS"	6th July	Victoria, Seattle & Vancouver
"PROTESILAUS"	3rd Aug.	
"IXION"	24th Aug.	

## NEW YORK SERVICE

(via Suez or Panama)

"DEUCALION"	5th July	via Suez
"MENTOR"	19th July	for London
"TEIRESIAS"	16th Aug.	for London
"ASCANIUS"	7th Sept.	for Liverpool

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Once Tried Always Asked For.  
European Menus a la carte at  
All Hours. Tea, Ice Cream,  
Cold Drinks, Cakes, etc.,  
Special Dining Room for dinner  
parties, accommodating 40 per-  
sons, with Drawing Room at  
tached.APPOINTMENT FOR LADY DOCTOR.  
Dr. Eva Roberts has been tem-  
porarily appointed medical officer  
of health for Isleworth.TOKIO-SHANGHAI AVIATION  
PRIZE.The prize in the long distance  
race between Tokio and Shanghai  
proposed by the Japanese Im-  
perial Aviation Association to be  
held in November next, will be  
Yen 50,000.WEALTHY GLASGOW.  
Glasgow Corporation has re-  
deemed one and a half million  
sterling of Corporation stock  
(issued 30 years ago) at a premium  
of 25, despite the fact that the  
rate of interest paid was only 3  
per cent.W. S. BAILEY  
& CO., LTD.ENGINEERS & SHIP-  
BUILDERS, HOB. UN  
KOWLOON.HARBOUR REPAIRS  
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50 H.P. now in stock  
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(United Netherlands Navigation  
Company.)HOLLAND-OOST AZIE LIJN.  
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## NOTICE TO CONSIGNEES.

From HAMBURG, ROTTER-  
DAM, LAR, CHELLE PALICE,  
LISBON, GENOA and  
SINGAPORE.The Steamship  
"RADJA"having arrived from the above  
ports, consignees of cargo by her  
are notified that all goods are  
being landed at their risk into  
the hazardous and/or extra-  
hazardous godowns of the Hong-  
kong & Kowloon Wharf &  
Godown Co. Ltd., whence and/or  
from the wharves delivery may  
be obtained.Goods not cleared by the 10th,  
July, 1921 will be subject to rent.  
All broken, chafed and damaged  
packages are to be left in the  
godowns, where they will be  
examined on the 9th July,  
1921 at 10 a.m. by Messrs.  
Goddard & Douglas.Claims against the steamer  
must be presented in writing  
within ten days after arrival of  
steamer, otherwise they will not  
be recognized.No Fire Insurance will be  
effected by the undersigned in any  
case whatever.Bills of Lading will be counter-  
signed by  
JAYA-CHINA-JAPAN LIJN.  
General Agents,  
Hongkong, 5th July, 1921.

## COMMERCIAL NEWS.

## ELECTRICITY IN CHINA.

There is no branch of engineer-  
ing, says the *British Exporter*,  
which has taken a firmer  
hold upon China than electric-  
lighting, even though for the time  
being temporary inactivity has  
supervened owing to exchange  
rates causing a large advance in  
prices.In view of this a good  
many orders for plant and ma-  
terial which would have gone to  
England or America have been  
held up, and a considerable  
amount of native capital for the  
extension of old, and the initiation  
of new undertakings is in abey-  
ance. Many of these schemes  
are of a most promising character,  
and it may be taken for granted  
that sooner or later a large num-  
ber of them will be in the market  
for machinery. The time, we be-  
lieve, is not far distant when  
every town of importance in  
China will have its own electric-  
lighting system, so rapidly is the  
vogue spreading, and what that  
means in machinery and material  
consumption in a country of  
China's extent it is easier to  
imagine than describe.AUTOGRAPH LETTERS OF  
FAMOUS PEOPLE.

Amusing No. 1 By Dickens.

Rich collections of autograph  
letters of famous persons will  
shortly come into the auction  
room in London.Autographs of seven English  
Kings and Queens, and of famous  
women such as Nell Gwynne,  
Sarah Duchess of Marlborough,  
Emma Lady Hamilton, Har-  
riette Wilson, and a host of other  
celebrities of the past are to be  
sold by Messrs. Puttick and  
Simpson.

## NOVELIST'S "NEXT WORLD".

Bulwer Lytton once wrote  
to an aged woman friend—"I venture to think that if we  
had both met in our giddy days,  
it would not have been my fault  
if our correspondence had not  
assumed a tenderer complexion."But, as in the next world, we  
shall all arise in the bloom and  
spring of celestial youth and  
eternal sunshine, so when we  
meet there I wish you before-  
hand that I shall attempt an  
aerial flirtation.

## BARTER, OR UNCLES.

A letter written by George  
Alexander Stevens from Notting-  
ham Gaol in 1761, at which time  
he was confined for debt, throws  
an interesting light on literary  
vicissitudes of that time."Themistocles had many Towns  
to furnish his Tables, and a whole  
City had the charges of his meals."In some respects I am like  
him, for I am fed by the labours  
of a Multitude. A Wig has  
kept me for two days; the  
Trimnings of a waistcoat  
as long; a ruffe shirt  
has paid my washerwoman; a  
pair of velvet breeches discharged  
my lodgings; my coat I swallow  
by degrees; the sleeves I break-  
fasted upon for three days; the  
body, skirts, &c., served me as  
long, and two pair of men's pumps  
enabled me to smoke several  
pipes.

## GARRICK WANTS BETTER LOVERS.

Garrick received this letter  
from Susannah Cibber, the actress,  
in 1745—"You assure me also you want,  
sadly, to make Love to me, and  
I assure you very seriously I  
will never engage upon the same  
theatre with you without you  
make more Love to me than  
you did last year."I am ashamed that audience  
should see me break the least  
rule of Decency, even on the  
stage, for the wretched lovers  
I had last winter. I desire you  
always to be my Lover on the  
stage and my Friend off it."

## HOW DICKENS SAID NO.

In the well-known collection  
of the late Mr. H. W. Bruton,  
of Bewick House, Gloucester, which  
is to be sold by Sotheby's, there  
are some rare Dickens books and  
MSs., including one of the finest  
known copies of the *Pickwick*  
Papers.A characteristic letter from  
Dickens declines an invitation to  
a dinner. He writes—"It is the week in every  
month on which I never go out  
to dinner, except on some  
tremendous provocation, such as  
a twin brother's coming home  
from China and having appointed  
to return next morning, which  
does not often happen."On the one side I perceive a  
clear head looking forward to the  
end of Chuzzlewit; on the other,  
a bear-eyed (but amiable and  
prepossessing) youth, drinking  
soda-water, and incapable of any  
mental exertion greater than  
ordering it.The Bruton collection also  
contains some unpublished draw-  
ings by Thomas Rowlandson,  
made on a tour to view the  
wreck of the Royal George.THE INDUSTRIAL  
NETWORK.

Exports and Employment.

Lord Inchcape has addressed  
the following communication to  
the Times—Is it not time that every class—  
nay, every individual—stopped to  
ask the question: "Where are we  
going?"I do not propose to ask who is  
right and who is wrong in the  
present industrial deadlock. It  
may well be that every element  
involved—the Government, the  
mineowners, the miners, and the  
body of organized labour which  
stands behind the last-named—  
can satisfy itself that it has a  
certain amount of justification  
for its action. But, as Hegel  
remarked, "tragedy is born of the  
conflict of right with right, and  
not of right with wrong."I will concern myself here with  
only one of the results which flow  
from the paralysis of industry  
caused, or aggravated, by the  
stoppage of our export trade. This  
cuts into our national life far  
more deeply than the people at  
large seem in the least to realize.  
It was the old Protectionist  
fallacy that we could live, as  
boys are reported to live in  
winter, by sucking our own paws  
—that we could manufacture  
and sell our manufactures to  
those of our people who are  
engaged in other industries, tak-  
ing in return such things as they  
themselves made or produced.  
Such a thing is possible in a half-  
developed country with a popu-  
lation in a backward state of  
civilization; it is not possible  
here.Let me give some figures to  
illustrate my point. I take the  
value of our imports (less re-  
exports) in pounds sterling, and  
also of our exports, for the first  
quarter of 1913 and the first quar-  
ter of 1921 respectively.In January-March, 1913, we  
imported, of food, drink, and  
tobacco, £22,333,000; of raw  
material, £59,947,000; and of  
articles wholly or partly manu-  
factured, £42,230,000. Reducing  
our imports for the same period  
of 1921 to the values of 1913, the  
figures are—Food, drink, and  
tobacco, £27,277,000; raw materi-  
al, £37,020,000; articles wholly or  
partly manufactured, £38,111,000.  
Our total imports fell off by 25.7  
per cent., and the greatest falling  
off occurs where it is most serious,  
in our imports of raw materials  
—38.2 per cent.Now turn to exports. In the  
first quarter of 1913, we exported:  
—Food, drink, and tobacco, £3,  
884,000; raw material (including  
coal), £15,544,000; articles manu-  
factured or partly manufactured,  
£102,514,000. In the same period  
of 1921, reduced to 1913 values,  
we exported food, drink, and  
tobacco, £3,987,000; raw materi-  
(including coal), £6,394,000;  
articles wholly or partly  
manufactured, £56,608,000, the  
falling off in our total  
exports being no less than  
46.5 per cent. But, if we take  
the two most important items—  
coal and articles wholly or partly  
manufactured—the figures come  
out even worse. Coal exports  
were down by 69.2 per cent., and  
wholly or partly manufactured  
articles by 44.8 per cent., the two  
taken together by 47 per cent.  
That is to say, we exported  
slightly more than half in value  
(and incidentally, considerably  
less than half in quantity) of the  
very things on which our indus-  
trial life depends.Now let us see how this works  
out. We cannot employ our  
population unless we manufac-  
ture; we cannot manufacture  
unless we have raw material;  
we cannot pay for raw material  
unless we export—coal or manu-  
factured goods. And if we cannot  
employ our ships—our freightersspecially—and make up by  
"service" some part of the  
adverse "balance" of trade  
caused by the normal excess of  
imports over exports, which is  
necessitated by the fact that we  
do not produce enough food to  
feed the population.There was another source from  
which that deficiency was partly  
made up—namely, the interest  
paid on British capital invested  
abroad. But that has largely  
vanished. Instead of our being,  
as we were before the war, almost  
entirely a creditor nation, we now  
have a foreign debt of well over  
£1,000,000,000. The interest on  
that sum cannot be paid directly  
or indirectly by exports—either of  
coal or of manufactured goods—  
or by services. Until we can ex-  
port and so regain our shipping  
freights we must either plunge  
more deeply into debt or we must  
starve.If we are to survive the shock  
of a victorious war we must raise  
coal and sell it to foreign nations,  
make goods and sell them in the  
same manner. But we cannot  
sell when there are no buyers,  
and there will be no buyers until  
our prices are reduced to a level  
at which our customers in other  
countries can afford to buy. In  
other words, we must increase  
and cheapen production. For a  
time at least we must export  
more than we import in order  
to pay off our foreign  
debt. If we set to work  
quickly, all classes in co-operation,  
we may still get the lion's share  
in supplying those things which  
the world requires to set it on its  
legs again after the war. But if  
we let the months pass in sulking  
and wrangling, others will be there  
before us. Germany, chastened  
but not killed, is setting to work,  
and she has a one-third advantage  
over us by reason of the exchange.  
If we do not speedily make up  
our minds to work and save, we  
shall inevitably "lose the peace."I write without bias, as one  
whose business it is to know the  
conditions of the world's trade,  
and my warning is addressed not  
to any one class but to all. There  
is no hope for the nation except  
through the re-establishment of  
that world trade in which, before  
the war, it was supreme.STEALING A JAPANESE  
JUNK.Chasing an Ex-Convict in  
the Inland Sea.One Uyeta Takichi, a native of  
Itozakicho, Aiooshima-ken, is now  
under examination by the Kobe  
Water Police. The accused had  
been in a marine transport agency  
at Chyunjin, Korea. He is ac-  
cused of making off with No. 55  
lighter, owned by the Otani  
marine transport agency, from  
No. 4 pier of Kobe harbour.The vernacular papers report  
that Uyeta managed to steer the  
vessel as far as the port of Itozaki,  
Hiroshima-ken, whence he was  
about to sail for Shimonoseki.  
His departure from the Kobe  
pier, however, soon became  
known by the owner of the  
lighter, who at once communi-  
cated with Water Police. The  
police launch had been making  
a prolonged search and at length  
found the stolen lighter concealed  
at the Itozaki port the other day.  
The accused hid himself in a  
wood on an islet near the port of  
Itozaki, but was captured by the  
Itozaki police, and brought back  
to Kobe on the 14th instant. He  
is an ex-convict, with a previous  
record of theft and embezzlement.

## LIVED IN FIVE REGIONS.

Miss Margaret A. Best, of Bury  
St. Edmunds, has celebrated her  
100th birthday. She has lived in  
the reigns of George IV., William  
IV., Victoria, Edward VII., and  
George V.

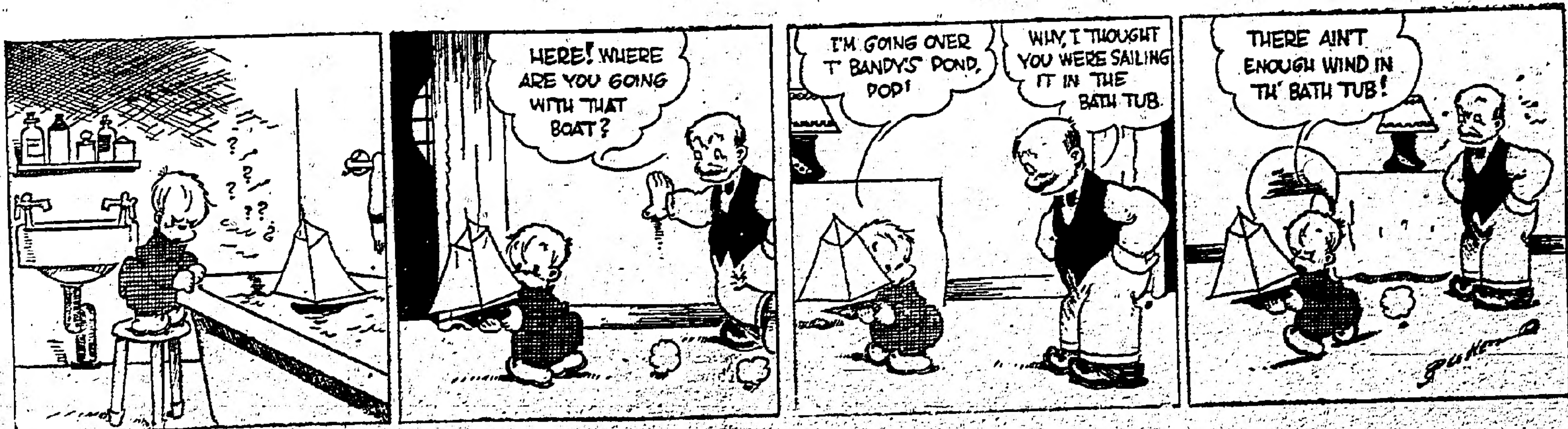
## THE WAR IN IRELAND.

The Murder Of Sir Arthur  
Vicars.Dublin Castle has issued a  
report of the military Court of  
Inquiry in lieu of an inquest, held  
at Tralee, Co. Kerry, concerning  
the death of Sir Arthur Vicars,  
who was shot dead on the terrace  
in the grounds of his residence  
Kilmorra Castle, Co. Kerry,  
which had a few minutes before  
been surrounded and set on fire  
by a body of armed men.The manager of the Kilmorra  
Estate stated that on the morn-  
ing of the murder he was discus-  
sing business with Sir Arthur  
Vicars, who was in bed, when  
Lady Vicars entered the room  
and said "There are men with  
pistols in their hands around the  
house."I went to the window, con-  
tinued the witness, and saw two  
men, each carrying two revolvers.  
I told Sir Arthur to get dressed at  
once, and went downstairs to  
secure the doors.Two of the raiders were near  
the back door talking to the valet  
and the cook. One of these men  
said "It is all right, we have  
only come to burn the house."I replied that I was sorry, but  
I hoped no lives would be taken.He replied that he would guar-  
antee that no lives would be lost,  
and held out his hand to me. He  
told me to get out the way, and  
that I had only two minutes more  
in which to do so.I again rushed upstairs to Sir  
Arthur's room, and found him and  
Lady Vicars together. I told  
them what the raiders' intentions  
were.At his request I collected  
various valuable possessions of  
his, and took them down and  
placed them outside the front  
door.I was ascending the stairs to  
the third floor for the third time,  
when I was stopped by one of the  
raiders who had a revolver in his  
hand, and who ordered me down-  
stairs, when he placed me under  
arrest under guard.This man asked who had gone  
on the terrace steps, and someone  
replied that it was Sir Arthur.  
This man, accompanied by three  
or four others, immediately went  
after the deceased.I heard Sir Arthur say a few  
words, and immediately after  
several revolver shots rang out.  
I was still held prisoner. Presen-  
tly another leader of the  
raiders returned with a party and  
ordered me to go down to where  
Sir Arthur had been shot.At that moment a cloud of  
smoke from the burning house  
came across our path, and I took  
advantage of it in order to get  
away. I ran down the terrace,  
and on getting clear of the smoke  
I saw Sir Arthur's body lying at  
the foot of the steps on the round  
terrace.I did not stop, as I fully be-  
lieved they intended to murder  
me also. I hid in a plantation for  
about three-quarters of an hour,  
and then returned to the burning  
building, near which I found Lady  
Vicars and others.The Court was unable to hear  
any medical evidence, as the body  
was "coffined" without medical  
examination. The Court returned  
a finding of wilful murder by  
shooting against some person or  
persons unknown.CITIZENS' CONVENTION AGAINST  
PEKING.At the meeting of the Citizens  
Convention at Shanghai it was  
decided that the Peking Govern-  
ment should not be recognised  
and that telegrams to this effect  
be sent to the foreign Legation  
in Peking and to other friendly  
countries as well as Chinese  
ministers abroad and "all Chinese  
organisations and newspapers  
throughout the country."

## FRECKLES AND HIS FRIENDS

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(REGISTERED)A Refreshing, Invigorating and Palatable Drink.  
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TELEPHONE 430.

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All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

The rate of subscription to "The Hongkong Telegraph" is \$36 per annum. (Payable in Advance.)

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Single Copies, Daily, ten cents.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamshien, Canton, who are our agents there.

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, JULY 6, 1921.

## "PEACE IN THE AIR."

After the years of strife, political and often physical, that have marked the Irish problem, the average observer will not be prone to jump to the conclusion that the proceedings at Dublin herald the consummation of tranquillity. There is an absence of definite statement that bids us wait for further intelligence before adopting so rosy a surmise. What the proceedings do introduce is a far more hopeful possibility of a settlement than has been visible for many a long day amid the atmosphere of misunderstanding, irreconcilable antagonism, and blind violence. In 1917 a Convention of prominent Irishmen was instituted, and for a time a considerable degree of expectancy attached to their discussions, which, however, ultimately proved futile. Possibly the Convention was dissolved prematurely, but with Sinn Fein abstaining, it is difficult to see how a permanent solution of the Irish problem could have been attained. Six months ago hope rose again when Father O'Flanagan approached the Premier. This time the uncertain status of the Irish spokesman and opposition within the Sinn Fein ranks dashed any prospect of an understanding. Just recently conversations took place between Mr. De Valera and Sir James Craig, the Ulster Premier, to which the present discussions are, presumably, the sequel.

Negotiations are now being undertaken on the part of Sinn Fein by Mr. De Valera and Mr. Griffith, respectively President and Vice-President of that organisation, which gives the discussions a representative character that previous negotiations have lacked. It may be noted also as a happy augury that Mr. Griffith and other Sinn Feiners have been released from Mountjoy Prison, and that, according to report, Sinn Fein is releasing kidnapped prisoners. A further episode that has an encouraging side is the journey to Dublin of General Smuts, whose successful efforts in promoting harmony between Britain and Boer testify to his qualities as mediator. Nor should reference be omitted to that brief but perhaps most significant passage of all in the cables which apprises us that "while the conference sat, a multitude, with bared heads, prayed for peace outside the Mansion House."

Will this prayer be granted? At the moment the issue rests on the knees of the gods. This much we are told, that as a result of the conference (attended on the one side by the Sinn Fein leaders and on the other by prominent Southern Unionists and Sir James Craig), it was announced that "certain agreements had been reached." Lord Oranmore, one of the Irish Representative Peers and a member of the conference, declared that never at any time during the present struggle had such a widespread feeling in favour of a speedy settlement manifested itself. The Lord Mayor of Dublin went farther than this when he announced that "peace is in the air," and that he had the greatest hopes of the momentous conference just held. For the rest we must await its resumption on the 8th inst. It may even yet be that the irreconcilables of the "Irish Republic" will wreck the negotiations. When progress has reached thus far, however, there are tangible grounds for opining that at long last the dictates of reason will be allowed fair scope, as they imperatively need to be, alike by Sinn Fein and by Unionists.

## NOTES &amp; COMMENTS.

## The Canton Struggle.

At the time of writing it rather looks as though the Cantonese troops are having the worst of matters in their fight against Kwangsi. Our Canton correspondent yesterday gave us a fairly good resume of the fighting that is taking place and on Monday we were enabled to publish news from Pakhoi which showed that in that region the Kwangsi people are having matters much their own way. Yesterday's *Canton Times*, the newspaper which is the official mouthpiece of the Canton Government, had never a word to say about the fighting and it is hardly a case of "no news being good news." If there had been victories to report they would have been reported. Telegraphic news was received in the Colony yesterday stating that General Luk Wing-tung, the Kwangsi commander, has told Peking that he has plenty of munitions for the time being, the only thing needed being a little more money. In view of Peking's obvious desire to see President Sun Yat-sen out of the chair he has as used it may be taken for granted that the monetary assistance asked for will be forthcoming in due time. Meanwhile, the loss of men continues on both sides and it has been plainly indicated that the present fighting is by no means in the nature of the usual Chinese skirmish. There is fighting in earnest, especially when it is said that over 1,000 wounded Cantonese soldiers were brought into Canton a few days ago. The Kwangtung forces have also suffered from rather serious desertions. For one to hazard just how the position stands is, in view of the rather conflicting reports coming to hand, a difficult matter, but it is certain that Canton is not going to have the easy "walk-over" it seemed to expect. If the reports of other provinces helping Kwangsi are to be trusted then it is difficult to see how our friends in Kwangtung can, with a depleted treasury, hope to withstand such a combined onslaught. Both sides claim the friendship of neighbouring provinces and so there again one is in a little doubt just what to expect. That Canton is a little perturbed over the happenings is proved by the fact that the President has urged his General to change his scheme of strategy. Meanwhile there are the usual reports of busy bandits.

## The Bank Failure.

Regarding the failure of the Banque Industrielle de Chine there is quite a ray of hope held out to the many local investors by the statement made to a party of newspaper men by the Singapore Manager of the Bank's branch, communicated to us yesterday by our Singapore correspondent, and also by the Kenter cable telling how M. Painleve is seeking an extension of the war-time moratorium law in order that the Bank may be carried on under a specially appointed administrator. No news has been received by Far Eastern branch Managers as to what will be done, but there is just the possibility that the Bank will be continued. Definite news to such an effect would come as a veritable god-send to the many small depositors. The Chinese Legation at Paris has been at some pains to explain its attitude, but seeing that one-third of the capital is subscribed by the Chinese Government the position of our Chinese friends is not quite so disinterested as they would make it appear. We have received a letter from a correspondent who is anxious to point out that last January a printed notice was very conspicuously posted in the local offices of the Bank stating that the credit of France was one and the same thing as the credit of French financial institutions and was not to be separated from them. This was designed to restore confidence in the institution and he very pertinently asks why it is that the French Government has suddenly withdrawn its support from the Banque Industrielle and allowed it to close its doors. "Is it," he asks, "because France intends to break the assurance given only a few months ago, or because she has lost all her credit?" There are a lot of other people in the Colony asking a similar question and are wondering why it is that a Bank which was so heartily financing French industrial interests in the Far East was allowed to go to the wall for the want of generous and prompt assistance on the part of other Parisian banking institutions. We have been told that if a little different policy had been followed in Paris the Bank could

## DAY BY DAY.

THERE ARE BUT THREE GENERAL EVENTS WHICH HAPPEN TO MANKIND: BIRTH, LIFE, AND DEATH. OF THEIR BIRTH THEY ARE INSENSIBLE, THEY SUFFER WHEN THEY DIE, AND NEGLECT TO LIVE.—*La Bruyere.*

Yesterday's health returns show that there was one non-fatal case of spotted fever and one non-fatal case of diphtheria.

Motor-car, No. 264, knocked down a Chinese yesterday in Queen's Road East the man had to be removed to the hospital.

A Chinese was fined \$1,500 with the alternative of six months' gaol this morning for being found in possession of twenty taels of opium.

Yesterday a coolie, while engaged in loading and unloading a truck in the central market, fell down the steps and sustained severe injuries.

The Criminal Sessions commenced on July 18th and as the list is so far as small one it is thought that they will be concluded the same day. The Appeal Court has been fixed to sit on the 19th inst., the judges being His Honour Mr. H.E.J. Gompertz, the Acting Chief Justice, Mr. Justice Skinner-Turner, Judge of H.M. Supreme Court, Shanghai, and His Honour Mr. J.R. Wood, Puisne Judge. There is only one case to come before the Appeal Court, this being an appeal against the decision of Mr. Justice Gompertz in an action *Yeung-Kong-yung*, trading as *Wat Tsze v. The Young Shing Insurance Co., Ltd.* on July 29th, 1920, in which judgment was given for defendant.

## ARCHITECTS' PROTEST.

## A New Ordinance Criticised.

The forthcoming meeting at the Legislative Council will, it is thought, be marked by considerable discussion on the Bill introduced An Ordinance to amend further the Public Health and Buildings Ordinance, the second reading of which was postponed at the last meeting in consequence of representations by the architectural body of the Colony. One of the main features of the new bill is to provide for the resumption of the existing scavenging lanes by the Government as crown land, and to further enforce the rule that one third of a building site should be set aside for ventilation space, in addition to the scavenging lanes. The proposed measure has raised considerable opposition from builders and landlords, and a committee, which has been appointed by the Chinese Chamber of Commerce to investigate the merits of the Bill, will, in the course of a few days submit to that Chamber its recommendations. We learn that these will be to the effect that the Government should pay compensation to the landlords for the value of the land involved in the resumption of the scavenging lanes. The object of the Bill is to ensure the gradual widening up of the backlanes and reduce in some measure the dangers that arise from overcrowding.

Regarding the rents question, it is learned that the Committee appointed by the Chinese Chamber will recommend the Government to alter the date on which the "standardisation" of rents becomes effective from December 31st 1920 to June 30th, 1921.

## THAT DROWSY FEELING AFTER MEALS

so common at this time of year is due to sluggish liver. Just take a couple of Pinkettes, the dainty little liver regulators, to-night, and see how much brighter and better you'll feel to-morrow.

Pinkettes are laxative perfection. They dispel constipation, cure biliousness, sick headaches, liverishness, coated tongue, foul breath; act as gently as nature.

Of druggists everywhere, or post-free at 50 cents the vial from Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

have lived over. It is because of this, apparently, that M. Painleve is anxious to do what he can to set the institution on its feet again. The news is awaited with great interest.

## LATEST SINGAPORE NEWS.

## The Rubber Situation.

(From Our Own Correspondent.)  
Singapore, July 6.  
The Straits Association has again decided not to call a public meeting on the rubber situation and has endorsed the Restriction Committee's new appeal to the Government.

## Defence Force.

The Defence Force question was discussed in camera by the Legislative Council.

## Government Allowances.

Mr. Nuts, in the Legislative Council, made a motion for the progressive reduction of allowances to Government servants ending with the final abolition of same at the end of the year. This found no seconder and was withdrawn. The Governor referred to the 25 per cent. reduction already made and argued that it was unsafe to assume that living costs would be sufficiently reduced by December 31 to justify total withdrawal. It was impossible yet to put the salaries on a permanent basis.

## Currency Matters.

The Legislative Council voted \$488,765 out of the revenue of the Colony to make up the difference in the currency commission's accounts between the market value of securities and their purchase price. The Colonial Treasurer mentioned that this was only the second occasion that such a vote had been necessary during the 22 years that Government paper currency had been running; first in 1905 when \$747,000 were voted, but refunded in 1919.

## HEAVY FINES.

## Steamers Carrying Opium.

The Kwong Ming Steamship Company, the owners of the s.s. *Taiming*, were prosecuted this morning in Mr. Orme's Court for allowing the vessel to be used for the transportation of illicit opium.

Mr. N. L. Smith, Superintendent of Imports and Exports, prosecuted, while Mr. G. Hall Brutton defended.

Mr. Brutton said there was no alternative for him, under the section of the Ordinance, but to plead guilty. His Worship had seen the place where the opium was found. Apparently the room where the opium was found was open to the passengers and crew, in fact to anybody on board the ship. Although the owners could prove that they took every precaution to prevent the ship being used for the importation of opium it was impossible to prove that none of the crew participated. Unfortunately, two of the crew left and three had been discharged. Unless all the crew could be called he could not tell whether all the crew were implicated. The officers might be innocent. Under the Ordinance the owners of the ship were responsible. The place where the opium was found was under the care of the engineers. Mr. Brutton asked his Worship to take into consideration that the ship had been trading ten years and this was the first charge of its kind against the Company.

Mr. Smith said that seven parcels of raw opium weighing 222 taels and 23 one-tael tins were found, the value of which was \$700.

The Magistrate fined the owners \$1,000.

The owners of the s.s. *Leung Kwong* (the Kwangtung Steamship Company) were also charged with a similar offence.

Mr. M. K. Lo, for the owners, said that one or two of the Chinese crew had disappeared, so he could not prove that none of the crew were implicated. He had no alternative but to plead guilty technically. The owners had taken every reasonable precaution to prevent smuggling. The master and the engineers were in Court to prove that every reasonable precaution was taken. It was a matter of law he would plead guilty, and asked the Magistrate to impose a nominal penalty.

Mr. Smith said the opium was found in a spare coal bunker, which was empty. On top of this bunker there was a small board. The coal bunker came within the purview of the engineer. That would not be open to the public. Revenue Inspector Watt said it was a spare bunker. The opium was found by a Chinese revenue officer.

The Chief Engineer of the vessel said the place where the opium was found was not a coal bunker but a strum. There were many strums in a vessel. The larger the vessel the more the strums.

Mr. Lo enquired whether the strums could be locked.

The Chief Engineer said in case of bad weather it would be difficult to pump the ship if the strums were locked. It cost the owners a lot of money to take every precaution to prevent opium smuggling. It would also cost a large sum to put iron bars over the strums. It would endanger the ship in bad weather, and the vessel might sink. The bilge boards were not locked. He could not go to the bilge boards without going through the strums. He was satisfied that every reasonable precaution was taken.

Mr. Lo said his Worship should not be too meticulous about the precaution. He submitted that the ship had made out that the master and engineers did everything they could to prevent smuggling. Smuggling was always going on on board ships. The compadore was responsible for the crew. If anything happened they run away. The only way to stop smuggling would be to pay princely salaries to the crew.

Mr. Smith remarked that the smuggling was not done by casual stokers. Opium running was done by syndicates.

His Worship fined the owners \$1,000.

Mr. Lo asked for an expression of opinion that his clients had taken reasonable precautions with a view to approaching the Government to get the Ordinance amended.

The Magistrate remarked that where one or two members of the crew had left the ship it would be difficult for him to express an opinion. As it was it was only a part-heard case. It was therefore beyond his power to express an opinion.

## BIG DIAMOND.

## On View at Sincere's.

Described as the largest specimen of its kind that has ever come out East, the big diamond stone brought out by Mr. A. Onderwyser, representative of a well-known firm of diamond merchants, with branches at Antwerp, Amsterdam and New York, is now the object of considerable attention at the Sincere Stores where it is displayed.

Of the size of a small egg, and weighing 102.60 carats, it has a yellowish hue, and its brilliant colouring and lustre is well-spoken of by Mr. Onderwyser, who in relating how the diamond came into the possession of his firm, said that it was made over to his company on the Amsterdam bourse by a debtor who preferred this as the best means of ridding himself of his indebtedness. The comparatively cheap amount at which the diamond was secured has enabled the company to place it for disposal at a sum of \$60,000.

Mr. Onderwyser is confident of being able to dispose of the stone in China. He has been doing a profitable business in Hongkong with the wholesale jewellery merchants, and proposes to open a branch of the firm of Henri Mandelbaum and Company in this port for the China trade.

## TYPHOON WARNING.

The telegram quoted below was received by the American Consulate General, Hongkong from the Manila Observatory at 4 p.m. yesterday—

117 deg. Long E. 15 deg. Lat. N. moving West.

## RACING EARL'S RECOVERY.

Earl of St. Germans is making good progress towards recovery from his serious accident in local races.

## Between Ourselves

By Robt. MacWhirter.

A certain Mr. Robert Burns once said, "Oh! would some power the gift give to us, to see ourselves as others see us."

At times it is very illuminating to see ourselves through another's eyes albeit it might make us feel annoyed at times. I see Dr. Koch has again been "put out" by the Hongkong traducer, Mrs. Neville Rolfe. You woman seems to have had an unhappy time in our midst. Maybe she got an over-ripe oyster cocktail somewhere, which made her feel uncomfortable. Even a plain headache at times can discolour our impressions tremendously. But women folks are no' alone in this regard. I'm just as mad as Dr. Koch, though w' me, it's a matter of patriotism and no' professional pride that has been ruffled.

The other day I got sent me a copy of the *Saturday Evening Post*. Now I like that paper if for nothing else but to look through the advertisements. Aye, and I'm young enough yet, thank goodness, to plead a fondness for reading the pictures. Founded nearly 200 years ago by Benjamin Franklin in Philadelphia it may be has backslidden from the original nature of its reading matter but by the Hocky Fly what it lacks in quality it certainly makes up for in weight and colour.

What I was intended to see didn't need much waiting for. That particular number devoted some eighteen columns or more to what is supposed to be an accurate description in relation to the drink question. Naturally I looked to see how it tallied w' my own experience. (No, no, I don't mean what you're thinking.)

The writer, a Mr. K. L. Roberts, after quoting statistics of drunkenness in Glasgow goes on to say:—"It should be understood that the number of persons convicted for offences involving drunkenness has no bearing at all on the number who are drunk." H'm, no! I would say no' and the same might well be applied even in the States where by the way as a result of the dry laws, they're starting to hire out the major portions of their prisons as hospitals for the care and cure of dope fiends and the like. But listen to this bit, ye silly crazy offspring of a befuddled whisky-sodden race:—"It is my impression that one can sup up all the whisky one may be able to hold and roll

around in the streets and yell and cuss and finally be dragged home by friends, and the police will look on with a benignant and imperturbable eye so long as one doesn't attempt to murder a policeman or set fire to a house, or otherwise become rough."

In the interests of any misguided man from the Far East that might give Glasgow a look up on his next holiday, I hereby give him a friendly warning not to take this bull as anywhere near to gospel truth. Glasgow bobbies may be tolerant but it's never safe to presume too much. Want some more ye shameless progeny of a kilted poison punisher? Now sit up and take it like a man!

There were literally hundreds of drunks. They weren't men that were slightly under the influence of liquor; they were in that condition which is vulgarly known as stewed to the ears. . . . I saw two drunks, dragging between them a third drunker drunk, stagger crazily under the very nose of a lone policeman. He gazed at them broodingly, and as they staggered onward he wearily turned his eyes away in search of more interesting matters.

From scenes like these—That's a good touch about the eyes being turned wearily away. Maybe of course he was a blessed w' the gift o' seeing things like our American critic. There must be something in yon horn-rimmed gig lamps after all. But the bit that makes me maddest most of all is the reference to fair Edina.

"The slums of Edinburgh, which produce by far the largest percentage of Scotch soups, are the equal of any slums in the world. The slum districts in many instances are composed of houses in the like of which Mary Queen of Scots complained about the Scotch climate while she was getting ready to be beheaded."

From scenes like these—ah? I like that touch about Mary. But then American history books are maybe to blame. I'd like to shroff the chapters in them following the Reformation for surety the Stuart lass spent eighteen years in English prisons and English climate before she was beheaded.

Between ourselves, I'm thinking Mr. Roberts' views on the drink question are just as accurate.



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BARGAINS!

BARGAINS!

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FIRST COME,

FIRST SELECTION.

SALE FOR CASH ONLY.

general Chinese merchandise is going out and in all classes 150 passengers will travel. Return cargoes for vessels will be salted mostly, for which, there is a constant demand in the Hawaiian Islands.

The Hwah Ping, will call at Honolulu, Panama, Callao (Peru), Iquique and Valparaiso (Chile) on her first voyage in the run. The Chungwha Navigation Company Ltd., has opened an office at 18, Connaught Road, West, for the transaction of general business.

## U.S.A. Business Men to Tour Far East.

A tour of the Far East with the object of promoting a closer commercial and social relationship has been planned by a delegation of San Francisco business men along the same lines as that which was undertaken recently by business men of Seattle, who came to Japan and China on the Shipping Board steamer Wenatchee, it was learned this morning.

According to information of the plans of the delegation, the party which will number about 200 persons including the wives and families of the commercial men, will leave San Francisco about September 3, probably in one of the new Shipping Board steamers making its first trip to the East. The entire first-cabin accommodation of such a steamer has been booked for the purpose, it is understood, although none of the local agents for American passenger lines running out of San Francisco could advise a representative of the Telegraph as to what vessel would bring the "commercial missionaries" across the Pacific.

The ports of call listed for visiting are:—Honolulu, Yokohama, Kobe, Shanghai, Manila, Hongkong, while it is probable that the following places will be included also:—Sourabaya, Singapore, Saigon, and Haiphong. Tientsin, Peking, Island of Luzon, Batavia and Java, also are mentioned as likely to be touched at by the delegates and their families. The tour will take 90 days to complete.

## Australian Steamer Withdrawn.

Co-incidental with the announcement made by the newly organised Chungwha Navigation Co., Ltd., yesterday afternoon that the steamer Hwah Ping will be the pioneer vessel in its service to the West Coast of South America, it became known in shipping circles in Hongkong that the China-Australia Mail Steamship Co., Ltd., will withdraw the Hwah Ping from the Australian trade.

It was stated that the business being done at present between China and Australia is insufficient to make it profitable to keep a vessel of the size of the Hwah Ping in the service. The charter of the ship from the Chinese Government had expired and considering the poor condition of the trade—both passenger and cargo—it was decided not to charter the steamer for a further period. Later, perhaps, another vessel will be placed in the run in conjunction with the Victoria, a much smaller ship, than the Hwah Ping.

The Hwah Ping will arrive at Hongkong on July 20 from Australian ports. She was formerly the Austrian Lloyd steamer Bohemia and was seized by the Chinese Government on the declaration of war. Her gross tonnage is 4284.

## Golden State For U.S.A.

The Pacific Mail steamer Golden State will sail at 5 o'clock this afternoon for San Francisco, via Shanghai, Japan and Honolulu. Prominent among the large number of passengers are:—Mr. H. H. Deering, of the International Banking Corporation at Hongkong, who is returning to San Francisco on leave accompanied by Mrs. Deering; Mr. D. M. Biggar, manager of the Asia Banking Corporation at Hongkong and Mrs. Biggar, who are proceeding to Shanghai for a few months; Mrs. F. M. Y. Botelho, of Hongkong, who is destined for Shanghai; and Mrs. H. K. Chow, wife of the Chinese Vice-Consul at San Francisco. A party of American missionaries, also on board, are going back to their own country on leave. Mr. and Mrs. J. W. Creighton and family, and Mr. and Mrs. Ben Rowland, of the American Presbyterian Mission at Canton, and Rev. C. O. Funk and his family, also of Canton, comprise the party.

## Alarming Report Denied.

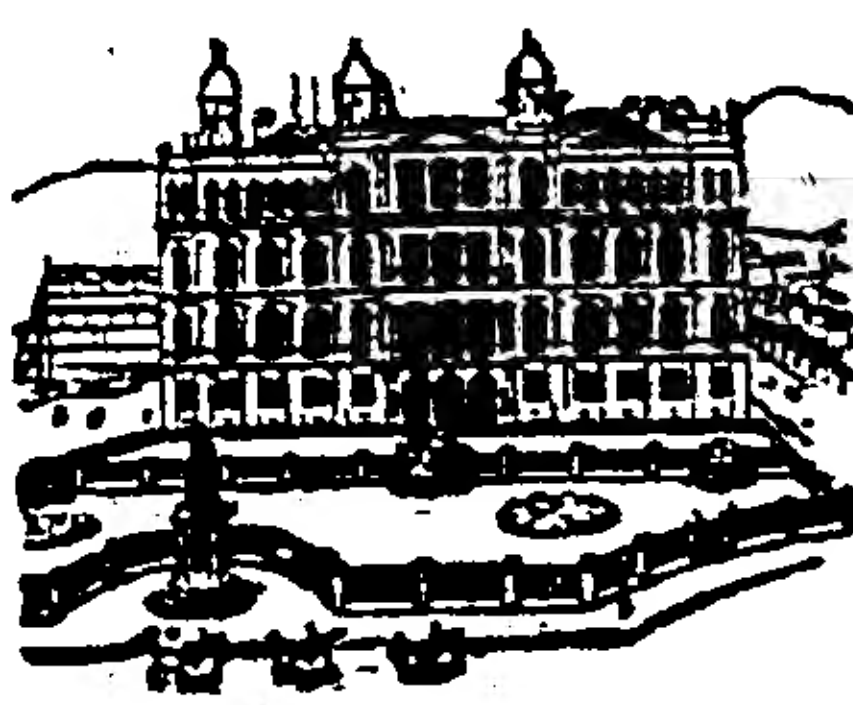
An alarming report (published in a Hongkong newspaper yesterday) that the Toyo Kisen Kaisha steamer Tenyo Maru arrived at Kobe on June 28 with 450 cases of infectious disease on board was styled as untrue by the ship's agents at Hongkong this morning. The facts of the matter are that one case of disease was

## DAIRY FARM NEWS.

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"PASTRY" . . . . . 1.15 per lb.

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ENGLISH MADE Packed in 7-lb. tins with handle, and 1-cwt. Drums.

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French Grey	Signal Red	Light Green	Dark Blue	Dark Purple	Dark Green
Black	Black	Black	Black	Black	Black



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aboard the steamer when she reached Kobe from Hongkong and Shanghai, it is stated by the company. Information received here said that the nature of the disease had not been diagnosed and the Tenyo Maru was detained in quarantine at the Japanese port. No further news has been received in Hongkong regarding the detention of the Tenyo Maru.

## Typhoon Weather.

At 11.50 o'clock this morning a typhoon warning was posted in the Harbour office giving the locality of the depression as 18 degrees north and 112 degrees east. The direction was said to be north-west and the intensity of the typhoon was then severe. In consequence of the warning the waterfront had rather a deserted appearance this morning, compared to the lively scene it usually presents. Nearly all the junks and sampans made for shelter in the breakwaters and extra precautions were taken on the large merchant vessels in the harbour. There was sparse traffic on the water, but the ferry services continued running. The departure of several small river and coastal steamers was postponed on account of the warning, however.

## Empress of Japan.

The C.P.O.S. Ltd., announced this morning that the Empress of Japan is expected to reach Hongkong at 7 o'clock to-morrow morning, from Vancouver and wayports. The vessel will be moored to Buoy A 4, instead of at Kowloon Wharf as usual, the reason for this change being that the ship will go into drydock for cleaning shortly after arrival.

## Glen Motorship Arrives.

The motorship Glenlue of the Glen Line, arrived at Hongkong at 9 o'clock this morning from London, via Singapore, bringing 2,846 tons of cargo for Eastern ports. Consignments for Hongkong total 1,289 tons of general commodities; for Shanghai, 1,218 tons; and 339 tons for Kobe. Messrs. Jardine Matheson & Co., Ltd., are agents for the vessel.

## Death On Coaster.

The master of the China Navigation Company's steamer Chusan, which arrived at Hongkong this morning, from Bangkok and Swatow, reported that one of the Chinese deck passengers died on the voyage from natural causes. The Chusan has 1,800 tons of general cargo to land here. Her passenger list contained 29 names.

## Appointments.

Capt. G. A. G. Morse, of the Luchow, has been transferred to the Taikoo Wan Yi, Capt. W. F. Richard has gone master of the Kwong Sang and Capt. G. S. Holmwood has gone master of the Hang Sang.

## Dilwara Due.

The P. & O. Company's steamer Dilwara left Shanghai at 10 o'clock yesterday morning for Hongkong, the agents here advise. Accordingly she is expected to arrive at this port about 7 o'clock on Friday morning.

## Busy Day for N.Y.K.

To-morrow will be a busy day for the Hongkong office of the Nippon Yusen Kaisha, there being no fewer than three large passenger vessels of the Company due at this port. Two of the steamers expected are in the European service and there will be both an inward and an outward vessel in port to-morrow morning.

The first arrival will be the Mishima Maru, from London, via ports, which is due to drop anchor in the harbour at 9 a.m. The Kaga Maru is coming from Japan and Shanghai and is expected to arrive sometime to-morrow. She will continue her passage to London at 11 a.m. on Thursday, it is announced.

At 10 a.m. to-morrow the Kashima Maru, in the North American run, will reach port. The steamer is from Seattle, via Japan and Manila. Mails are on board.

This afternoon the cargo steamer Taketoyo Maru arrived at Hongkong from Japan to load for her freight for New York. The vessel will proceed to her destination by way of Manila, Java and Suez.

## LAST THREE DAYS

THURSDAY, FRIDAY, SATURDAY

— OF —

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Bols Dry Gin (London Style)

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## ON THE WATERFRONT.

## New Chinese Line to South America.

Announcement of a new passenger and cargo service to South American West Coast ports was made yesterday by Mr. O. Young, representing large Chinese interests in South America and China. The first sailing will be the Chinese steamer Hwah Ping from Hongkong on July 23.

Interviewed by a representative of the Telegraph, Mr. Young said that his company is a co-operative one in so far as that most of its stockholders are Chinese business men in Chile, Peru, Panama, Mexico, Honolulu, Shanghai and Hongkong. Most of the passengers and the cargo carried will be connected with the line's interests, which, will assure, he said,

sufficient business being done to warrant regular sailings. The Company, known as the Chungwha Navigation Company, Ltd., is registered at Lima, Peru, with a nominal capital of 4,000,000 Pesos, according to Mr. Young. It is the intention of the Company in beginning its service, to send the Hwah Ping, a steamer chartered from the Chinese Government, out on one or two voyages, at the end of which time it is hoped that vessels suitable for the trade will have been purchased, or chartered. A good passenger and freight service to the South American republics, via Honolulu and Panama, will be maintained and no arrangements are being made to cater for coolie traffic particularly, he said. So far the freight and passenger bookings for the pioneer voyage are satisfactory to the Company. About 1,000 tons of



# Hats That Match



*This Lovely Gray Hat Trimmings with Feathers  
Has a Freshroom Brim*

## MILLINERY MODES.

It is curious that as summer approaches, with its height of colour in gardens, the flowers on hats begin to disappear and the mid-season hats are much quieter in tone than the early models. Shapes, however, are even more dashing and daring and what the new hats lost in gaiety of hue they make up in emphatic style. Brims have an eccentric slope or upward roll and trimmings slant or droop in unexpected ways. The downward trend in trimming is marked. There are feathers that trail to the shoulder; or if not feathers, then bunches of grapes or streamers of one sort or another. Two of the hats pictured are examples of this. One is a piquant little turban with a big grape cluster weighting down the right side of the brim and the other is a roll brim shape with trailing feathers. The turban is made of tagal straw and is exceedingly supple and light on the head and the grape cluster is in rich shades of purple. The little hat is very smart with a flock of black canton crepe embroidered with small and large beads in smoky tone. The other hat has a wreath and trailing feather of new clipped ostrich that is airy as breath, and that gives the small black hat an effect of airy lightness.

One of the season's smart black hats is pictured, a model of black tulle and jet. Obviously this hat is for dress-up occasions—and for fair weather. A damp sea breeze or a summer shower would make a sad wreck of its airy expensiveness. Yards of black tulle seem to float over the crown which is a mere cap of tulle resting on the hair, and the brim is supported by invisible wires, the tulle wearer has to peer through the filmy fabric—a rather fascinating effect if the eyes are bright and sparkling ones. A band of jet trimming joins crown and brim and a narrow black cire ribbon edges the brim.

Directoire styles are strongly emphasized in millinery of the moment. A typical poke of the season is pictured, with low crown and a brim narrow and flat against the hair at the back, but with a decided flare and widening toward the front. This hat is of white rough straw veiled with orange tulle and a cluster of black berries is tucked against the brim. The streamers are of black ribbon.

Though gray hats dominate spring millinery the only really charming ones—models that will be remembered for their prettiness after the season is past and gone—are the feathered gray hats. Nothing is lovelier in millinery than a gray feather hat; there is something about gray feathers that is alluring.

A gray feather hat is pictured, one of the millinery gems of the season because of its grace and its distinction. It is not a large hat—just large enough to frame the face becomingly and make a foundation for the rich uncurled ostrich that covers it. The hat is of gray straw and the feathers match the shade precisely.

Some of the gray tulle hats are beautiful too, but the gray tulle hats and the gray straw models trimmed with stiff wings or ribbon loops are hard and ugly. Gray is a colour that demands soft lines for its best expression and in any rigid effect it becomes severe and trying.

More and more black and white models are appearing every week and these black and white hats promise to be the hat craze of mid-summer. White trimmed with black is smarter than the other way around but the combination of white with black offers wide variety of opportunity for millinery designers. There are dress hats of white tulle veiled with black chantilly, and of black chantilly used in alternation with pleated ruffles of white tulle. There are black net turbans with dashing white feathers and there are wide-brimmed white straw shapes with smart bows of black velvet ribbon. A good example of the black and white hat is pictured. The brim is of white straw and has a most graceful roll all around. The tam crown is of black velvet on which narrow rows of white straw have been sewed, starting from the center of the top. The velvet and straw crown is dragged over toward one side and held under a flat ornament of white straw centered by a black jet bead. A Spanish type of hat is made of black chantilly lace and jet; the whole crown covered with brilliant jet paillettes. A veil of the lace drops just over the wide brim and is edged with tiny cut jet beads. Two large ornaments of jet hang from the brim, weighting it down—one might say at the southeast and northwest, that is, not quite directly front and back or at either side. Another Spanish hat is covered over the crown and upper brim with brilliant green sequins. The brim is lined with black satin and the only ornament on the hat is a long-headed pin of emerald coloured glass.

With the summery gowns that now bedeck the shop windows are exhibited entrancing fabric hats—"lingerie" hats we called them ten years ago, but fabric hats is now the proper term. Some of these alluring models are of lace, for example a widebrimmed affair



*A Fascinating Dark in Purple Strain Veiled with Tulle  
Model of a Crownless Turban with Purple Tones*



*The Crown of this Hat is Covered Over with Black Tulle*

of white shadow lace with narrow ribbon band and streamers of blue velvet ribbon; simple as it can be but so charming! Eyelet embroidery has come back into fashion again and some of the fabric hats are of white eyelet embroidery and one model has even been noted with the tailored black velvet ribbon bow, which some of you will remember trimmed eyelet embroidery chapeaux a dozen years ago. For debutantes and bridesmaids are adorable hats of organdie and dotted swiss with low crowns, wide mushroom brims and a big bow of the material set across the front.

## THE COMPLEXION.

Have you a yellow or muddied skin or dark rings beneath your eyes? If so, you have let your liver fall into lazy ways. A good way to get into proper working order again is to hold the hands four or five inches from the body below the right but, slap the body vigorously with the hands. One hand should succeed the other as rapidly as the beat of a drum. Practise this for five minutes night and morning.

Another excellent exercise is taken with the feet about eighteen inches apart and the arms extended. Keep the arms stiff, bend the right knee and the waist, and then, with a swinging movement, come as close as possible to touching the floor at the right side with the finger tips of the right hand. Now swing to the left bending left knee and try to touch the floor with the left finger-tips. Keep the other knee stiff.

You will not be likely to succeed in this floor touching for some time, but each day the floor will seem nearer, and in the

meantime the effort will be stirring your liver to action and bringing back the glow of health to your eyes and cheeks.

You can help preserve that curving line of upper lid and keep the skin from sagging puffily down over it, by daily massage of the eyes. Draw a finger lightly but firmly from the nose outward over the eyeball whenever you think of it—or twenty times night and morning; and feed the tissues of the eyelids occasionally with a good massage cream. Vaseline regularly applied to the lashes will make them grow thicker and darker.

And when you powder your face don't forget to apply a little of powder to your eyelids. Look down while you do it. Many women put on face powder, looking up at the mirror—and quite forget the eyelids which have a startling difference of tint when dropped, later, in conversation.

To rest the eyes while reading or doing fine work, the lids should be closed frequently; or the gaze fixed on an object in the distance. Veils with large patterns or dots over the eyes should not be worn, as this strains the eyes.

After a dusty day, it is advisable to bathe the eyes in a solution of water and boracic acid.

## DOMESTIC HARMONY.

The first axiom in managing a husband is Feed him. The second is, Wait until he is fed, and has smoked his first cigar.

Don't meet a tired, hungry, nerve-wrecked man at the front door of an evening with a budget of bad news about the coolie or the amah. The poor fellow has already had about all of the disagreeable things to bear that

he can stand during the day, and to dump even one single additional worry on him is often the straw that breaks the camel's back.

An hour later, when he is rested and soothed and comforted and the world looks better to him, he will be amenable to reason, happy to please you, and you may push your affairs with success, as the soothsayers put it. But in managing a husband never forget the importance of waiting and watching for the psychological moment in which to tackle him.

The third important point in managing a husband is to learn to drive with a loose rein.

Most wives make the mistake of thinking that when a man enters the holy state of matrimony he is committed to a penal institution that forever shuts him out from any more personal liberty. Also that they are their husband's lawfully constituted jailors.

That is why there are so many wandering husbands.

Any man with a spark of spirit in him would rebel at having to punch a time clock and produce an alibi for every hour of his day and night.

The fourth point in managing a husband is to learn to play his game instead of expecting him to always play yours. Don't fill the house up with your friends and your family, and exclude him. Don't be a wet blanket who is forever saying, "We can't afford this" and "we can't afford that," when hubby suggests some little treat. Don't let him go gadding alone because you think you can't leave the baby.

Just remember that a man is bound to have amusement and companionship, and somebody to laugh with and have a good time with, and if you won't qualify for the job there are plenty of others who will.



*Summer Hat with a Velvet Crown Striped with Silver*



*All-Black Hat with the New Clipped Ostrich Trimming*

## FASHION NOTES.

Much silver lace and tissue is used for trimming purposes.

All white gowns are considered smarter than all black ones.

The simple frock is in increasing demand, and the sash plays an important role this season.

Both the fish-tail and sash and trains are fashionable.

Bright red cire satin studded with jet makes a smart girdle for an all-black frock.

Embroidery is not confined to dress trimming only, for many of the new coats and cloaks are adorned with stitchery.

With the new grey materials watercross green embroidery is lovely.

Smart women have realised at last what their French sisters knew years ago, that a hat, to be really smart, must be in perfect keeping with its frock, or else

just exactly the right contrast. Never wear a coloured hat with a coloured frock, unless they are both of an identical shade, for even if you flatter yourself you have chosen two colours that "go" admirably together, you will find that unless your shoes, gloves, stockings, and handbag all match either hat or frock perfectly, there is a patchy effect. But if you have, for example, a mid-night-blue crepe de Chine frock, of the stuff left over, you can use it on a hat in many ways to complete the effect. A plain black straw shape might be underlined with blue, and a twist of blue crepe de Chine and silver ribbon might encircle the crown. Or a black satin shape might have strange blue flowers cut out and oversewn on. Clusters of coloured fruit, with the shade of the dress predominating, also make a good effect.

There have been several attempts to popularise coloured handkerchiefs, and the latest venture seems fairly successful. Coloured handkerchiefs that match the dress scheme are very high in favour with both men and women. Sometimes the colour note is expressed by a bold border round a white linen handkerchief, while coloured linen handkerchiefs finely embroidered in white are also much used. For afternoon and evening use with women, crepe de Chine and nylon coloured handkerchiefs are very popular.

One of the prettiest of all the pretty features that fashion has revived this year is the sash. On pale voiles and white muslins and organdies, the silken sash in flower-like hues—rose, lavender, or corn-flower, maize and poppy-red—makes a pleasing note of colour. Black ribbon or velvet in a rather narrow width is also very fashionable, and makes a very neat finish to a light frock.

Patent leather may go anywhere this season—it is to be found on hats, shoes, at the edge of collar and cuff sets and strips of it form tassels on some of the new handbags.

One of the most convenient accessories of any woman's wardrobe is the satin frock. Such a dress may be worn at the morning at the formal luncheon, the afternoon reception, and the theatre.

## A TRANSPARENT HAT.



*This is another of those transparent hats. This horse-hair chapeau has an ostrich plume on either side of the back and is faced with mulline.*







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E. Asia	July 21	Aug. 8	E. France	Aug. 15	Aug. 19
E. Russia	Aug. 18	Sept. 5	E. Britain	Sept. 10	Sept. 16
Montevideo	Aug. 23	Sept. 10	Malta	Sept. 23	Oct. 7
E. Asia	Sept. 15	Oct. 3	E. France	Oct. 18	Oct. 23
E. Japan	Sept. 20	Oct. 7	E. France	Oct. 18	Oct. 23
E. Russia	Oct. 13	Oct. 31	Victorian	Nov. 11	Nov. 20
Montevideo	Oct. 26	Nov. 19	E. Britain	Nov. 26	Dec. 4

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Sailings from Hongkong.

Calls at Boston.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD &amp; SWIRE or THE BANK LINE, LD. HONGKONG.

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Sailings from Hongkong.

Calls at Boston.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to







Shipping to Europe, Australia, and other Ports.

# P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)  
 STRAITS & BURMA, OCEAN INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

## PENINSULAR &amp; ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
DILWARA	5,400	9th July	S'pore, Colombo & B'day.
SYRIA	7,000	27th July	M'les, London & Antwerp.
KALYAN	9,000	6th Aug.	M'les, London & Antwerp.
MANELA	7,200	19th Aug.	M'les, London & Antwerp.
KASHMIR	9,000	2nd Sept.	M'les, London & Antwerp.

## BRITISH INDIA-APCAR SAILINGS (South)

TORRILLA	5,200	14th July	Calcutta via Singapore, Penang & Rangoon.
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## EASTERN &amp; AUSTRALIAN SAILINGS (South)

KANOWNA	7,000	25th July	Milbourne via Sandakan, Thursday Island, Townsville, Brisbane and Sydney.
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## SAILINGS TO SHANGHAI &amp; JAPAN.

G. APCAR	4,700	9 July 6 a.m.	Amoy, Shanghai & Kobe.
KALYAN	9,000	12 July noon	Shanghai, Moji & Kobe.
MANELA	7,200	21st July	Shanghai & Japan.

All dates are approximate and subject to alteration without notice.

## WIRELESS ON ALL STEAMERS.

Parcels measuring not more than 8 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to  
**MACKINNON, MACKENZIE & CO.**  
 Agents.  
 22, Des Voeux Road Central.

## N. Y. K.

### NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA or VANCOUVER via Manila, Keelung, Shanghai and Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KASHIMA MARU (Omitting Manila) Tuesday, 12th July, at 11 a.m.

SUWA MARU Friday, 29th July, at 11 a.m.

FUSHIMI MARU (Omitting Manila) Tuesday, 23rd Aug. at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said & Marseilles.

KAGA MARU Friday, 8th July, at 11 a.m.

YAOHAMA MARU Saturday, 31st July, at 11 a.m.

HAMBURG, MARSEILLES, LONDON & ROTTERDAM.

LIVERPOOL & MARSEILLES via Suez.

ISUYAMA MARU Friday, 8th July.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU Tuesday, 19th July, at 11 a.m.

AKI MARU Tuesday, 16th Aug., at 11 a.m.

NEW YORK VIA SUEZ.

TAKETOYO MARU Friday, 8th July.

SOUTH AMERICAN PORTS via Cape.

KANAGAWA MARU Friday, 16th September.

BOMBAY & COLOMBO via Singapore.

TOFOMI MARU Sunday, 10th July.

WAKASA MARU Monday, 25th July.

CALCUTTA & RANGOON via Singapore & Penang.

MURORAN MARU Wednesday, 13th July.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU Saturday, 16th July, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

MISHIMA MARU Friday, 8th July, at 11 a.m.

TAMBA MARU Tuesday, 12th July.

YOKOHAMA MARU (Kobe direct) Wednesday, 13th July.

For further information apply to—

**NIPPON YUSEN KAISHA.**  
 A. KAMEI, Manager.  
 Telephone Nos. 292 & 293.

## JAVA-CHINA-JAPAN LIJN.



Regular Fortnightly Service between  
**JAVA, CHINA and JAPAN.**

Steamer	From	Expected on or about	Will leave on or about	For
Tjisalak	Shanghai	14th July	18th July	Java
Tjileboet	Java	16th July	20th July	Japan
Tjiuwong	Java	13th July	—	—

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

## ALSO OPERATING

**JAVA PACIFIC LIJN.**  
 NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
Tjikembang	Java	26th July	2nd Aug.	San Francisco.
Tjisondari	Java	End of June	—	San Francisco.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

**Java-China-Japan Lijn.**  
 York Buildings.  
 Telephone No. 1574.

Shipping to Europe, Australia, and other Ports.

# DODWELL & CO., LTD.

## REGULAR SAILINGS TO NEW YORK &amp; BOSTON

FOR NEW YORK VIA SUEZ.

## S.S. "BOLTON CASTLE"

Sailing on or about 2nd August.

## LLOYD TRIESTINO.

Taking cargo or through Bills of Lading for Levant, Black Sea and Danube Ports.

PIUMI having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

For BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "CILICIA" Sailing on or about 10th August.

Passengers' Luggage can be insured at the office of the Agents.

## NATAL LINE OF STEAMERS.

Regular Passenger and Cargo Service to

From Colombo for South African Ports.

S.S. "UMRUZI" Sailing about 30th July.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—  
**DODWELL & CO., LTD.**  
 Agents.  
 Telephone 1030.

## AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.  
 SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
CHANGSHA	11th July	14th July at 3 p.m.

This steamer is fitted with Refrigerating machinery, ensuring plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

**Butterfield & Swire.**  
 Agents.  
 Telephone No. 35.

## "ELLERMAN" LINE.

(ELLERMAN &amp; BUCKNALL STEAMSHIP CO. LTD.)

## JAPAN, CHINA &amp; STRAITS

TO  
**UNITED KINGDOM & CONTINENT.**

LONDON, GLASGOW, ROTTER-  
 DAM & HAMBURG. "City of Brisbane" 10th July

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

**THE BANK LINE, LTD.,**

or to REISS & Co. Canton General Agents.

## GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA &amp; JAPAN Service.

## OUTWARDS.

Vessel	Due Hongkong.
S.S. "GLENSHANE"	14th July.
M.V. "GLENAMORY"	21st July.

## HOMEWARDS.

Vessel	Leaves Hongkong.	Discharges.
M.V. "GLENNAVY"	20th July.	GENOA, LONDON & HAMBURG
"GLENLUCE"	25th July.	LONDON, ROTTERDAM & HAMBURG
"GLENAMORY"	31st Aug.	GLASGOW, LONDON & ROTTERDAM
"GLENADE"	26th Sept.	GLASGOW & ROTTERDAM

Movements are subject to change without notice.

For freight or further particulars please apply to—

**JARDINE, MATHESON & CO., LTD.**

AGENTS: **THE GLEN LINE, LTD.**

Telephone No. 215, sub-ex. 23 and 3695.

## CHINA-AUSTRALIA MAIL S.S. LINE.

FOR AUSTRALIAN PORTS VIA MANILA &amp; SANDAKAN.

S.S. "VICTORIA" Sailing on or about the 20th Aug.

For Freight and Passage apply to—

**THE CHINA & AUSTRALIA S.S. CO. LTD.**  
 Agents.

el. 337.  
 113, Connaught Road Central.

COASTAL SHIPPING.

# INDO CHINA STEAM NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
MANILA	Loongwang	Fri. 8th July at 3 p.m.
SHANGHAI via Swatow	Choyang	Sun. 10th July at d'light
SHANGHAI & Kobe	Kumang	Sun. 10th July at 10 a.m.
SHANGHAI	Hopang	Mon. 11th July at noon
HAIPHONG via Hoibow	Lokang	Tues. 12th July at 8 a.m.
BANGKOK via Swatow	Leang	Tues. 12th July at 10 a.m.
SANDAKAN	Miang	Tues. 12th July at noon
STRAITS & Calcutta	Nangang	Tues. 12th July at 5 p.m.
SHAI & T'iao via S'ow	Wangang	Wed. 13th July at noon

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returners from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Haibow when inducement offers.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kufat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENSIN LINE—A regular service is run from March to Nov. between Hongkong & Tientsin calling at Weihaiwei & Cheloo.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.

## CALCUTTA LINE.

S.S. "NAMSANG" will be despatched on or about Tuesday, 12th July, at 3 p.m. for SINGAPORE, PENANG & CALCUTTA. Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

**JARDINE MATHESON & CO., LTD.**  
 General Managers.  
 Telephone No. 215.

## C. N. C.

CHINA NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
AMOI, M'LA, CEBU & MILOLAN	9th July at 3 p.m.	
SHANGHAI	9th July at 2 p.m.	
SHANGHAI & TSINGTAO	10th July at d'light	
SWATOW & BANGKOK	12th July at 10 a.m.	
SHANGHAI & PUKOW	12th July at noon	
W'WEI, CHEFOO & T'ISIN	12th July at noon	
SWATOW & SINGAPORE	13th July at 10 a.m.	
SHANGHAI	14th July at noon	
SHANGHAI & TSINGTAO	16th July at 4 p.m.	
SHANGHAI & PUKOW	19th July at noon	

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from B'kok via S'ow.

For Freight or Passage apply to  
**BUTTERFIELD & SWIRE.**  
 Agents.  
 Telephone No. 35.  
 Hongkong July 8, 1921.

## DOUGLAS STEAMSHIP CO. LTD.

HONGKONG &amp; SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns,  
 (Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Haihong...	W. C. Passmore	FRI. 8th July at 1 p.m.
Haihing...	A. H. Stewart	TUES. 12th July at 1 p.m.
Hailong...	W. Couper	FRI. 15th July at 1 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to  
**Douglas Lapraik & Co.,**  
 General Managers.

## NANYO YUSEN KAISHA.

(The South Sea Mail S.S. Co., Ltd.)

Regular freight and passenger service  
 between  
**JAPAN HONGKONG & JAVA.**

Sailings subject to alteration.

## FOR JAVA.

Ports of call:—Batavia, Samarang, Sourabaya, Macassar and Balikpapan.

S.S. "Macassar Maru" Sailing on or about 28th July.

## FOR JAPAN.

Ports of call:—Moji, Kobe, Osaka and Yokohama.

S.S. "Samarang Maru" Sailing on or about 17th July.

All steamers have excellent passenger accommodations, and are fitted with Electric Light, Fans and Wireless Telegraph.

For further particulars please apply to—

**K. SUZUKI.**  
 Manager.  
 No. 5, Queen's Road Central.

## SHIPPING NEWS.

## PROPOSED ANGLO-SWEDISH FERRY.

An Anglo-Swedish steam ferry service is not possible at present, according to the Swedish Minister of Communications, who hopes that existing service will be improved by private enterprise.

## PANAMA TOLLS.

The U. S. Senate Commerce Committee has decided to report favourably on the Bill exempting American coast-wise shipping from paying Panama Canal tolls. While the Harding Administration and the Republicans in Congress have pledged the idea of exempting American ships from paying the Panama Canal tolls, there is tremendous opposition, especially on the part of the railways, which fear that the result will be to diminish Trans-Continental railway business. Then there is also the Hay-Panama Treaty, regarding which the New York Times declares that Great Britain's consent must be secured before steps can be honourably taken to give American ships privileges in the Panama Canal.

## TOWN &amp; MAY NOW BE BOUGHT BACK.

Lord Inchcape, Chairman of the P. & O. and British India Steam Navigation Co., in a letter to the Times says that nine of the German ships advertised as for sale to British nationals only and which are still in German hands repatriating refugees in the Baltic on behalf of the League of Nations, have been sold to German buyers. The sale was made with the concurrence of the Reparations Commission and at an uncommonly good price, which it was impossible to obtain from British buyers. It has been decided that after June 30th the market will be thrown open to the world for ships left unsold to British buyers. Lord Inchcape declares that the liquid resources of British shipowners are getting exhausted owing to taxation, high wages, strikes and the like.

## A MARINE TRANSPORTATION ASSEMBLY.

With reference to the establishment of a Kobe Marine Transportation Assembly, it appears that the Kobe Marine Transportation Guild does not favour it. During last April, frequent conferences were held by the guild, Messrs. Nishikawa, Kawase, Tanaka, Mikami, and Ishida being elected committee-men for investigation of the matter. This committee has made the most careful inquiries and produced a demand consisting of three items before Mr. Kawamura, Chief of the Mitsui Shipping Department, and other principal shipowners and underwriters, who are supporters of the establishment of the Assembly. The demand tendered claims that the members and brokers of the Assembly be members of the Guild, the face value of the shares of the Assembly to be issued be decreased to Y25 or Y20, and business transactions between shipowners and consignors be through the medium of the brokers.

## HYPOTHECATING JAPANESE TONNAGE.

The tender by the newly-established Japanese shipping companies to absolve themselves of their present difficulties by some means or other is now in evidence. The Toyo Shosen Kaisha has delivered the Urusan-maru to Mr. Hashitani in payment of part of its liabilities to the latter. The Tai-o Kisen Kaisha is reported to have made over four ships out of a total of five in its possession to a certain bank, to which it is indebted. According to the Mainichi, however, the Kobe Shosen Kaisha has in view the purchase of extraordinarily low-priced ships and the restoration of its position. It has already purchased from the Nippon Yusen Kaisha the Etorofu-maru (6,280 tons), Tientsin-maru (5,880 tons), and Miike-maru (4,370 tons) on immediate delivery. If to these ships the Kimi-maru (5,100 tons) and Kiku-maru (9,100 tons) of its own are added, it will have a total tonnage of 37,500 tons. Much attention is now directed towards the price at which the N.Y.K. has made over these ships. One of the rumours in circulation gives a sum of Y600,000 or so as the selling price of the three.

## MEMORIAL TO "HIGHLAND MARY."

At a site on the banks of the Ayr, near where Burns parted from her for the last time, the foundation stone of a memorial stone to "Highland Mary" was laid recently.







Shipping to Europe, Australia, and other Ports.

**P. & O. - BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.**(COMPANIES INCORPORATED IN ENGLAND)  
Straits & Burma, Ceylon, India, Persian Gulf, West Indies, Mauritius, East & South Africa, Australasia, including New Zealand & Queensland Ports, and U.S.A., Africa, Europe, etc.

PENINSULAR &amp; ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
DILWARA	5,400	9th July	S'pore, Colombo & B'way.
SYRIA	7,800	27th July	M'la, London & Antwerp.
KALYAN	5,400	6th Aug.	M'la, London & Antwerp.
MANILA	7,800	19th Aug.	M'la, London & Antwerp.
KASHMIR	5,400	2nd Sept.	M'la, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

TORRILLA	5,200	14th July	Calcutta via S'pore, Penang & Rangoon.
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EASTERN &amp; AUSTRALIAN SAILINGS (South)

LANOWNA	7,000	25th July	Wellington via Sandakan, Thursday Island, Townsville, Brisbane, and Sydney.
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SAILINGS TO SHANGHAI &amp; JAPAN.

APCAR	4,700	7th July	Shanghai & Kobe.
SYRIA	9,000	11th July	Shanghai & Japan.
MANILA	7,800	31st July	Shanghai & Japan.

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Passes for Messengers not more than 24ft. X 1ft. X 1ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE &amp; CO.

22, Des Voeux Road Central. Agents.

**N. Y. K. NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE &amp; VICTORIA or VANCOUVER via Manila, Keelung, Shanghai and Japan ports.

Cargo to Vancouver and Seattle U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee &amp; St. Paul Railways.

KASHIMA MARU (Omitting Manila) Tuesday, 12th July, at 11 a.m.

SUWA MARU Friday, 29th July, at 11 a.m.

FUSHIMI MARU (Omitting Manila) Tuesday, 23rd Aug. at 11 a.m.

LONDON &amp; ANTWERP via Singapore, Penang, Colombo, Suez, Port Said &amp; Marseilles.

KAGA MARU Friday, 9th July, at 11 a.m.

YOKOHAMA MARU Saturday, 31st July, at 11 a.m.

HAMBURG, MARSEILLES, LONDON &amp; ROTTERDAM.

LIVERPOOL &amp; MARSEILLES via Suez.

TSUYAMA MARU Friday, 8th July.

MELBOURNE &amp; SYDNEY via Manila, Zamboanga, Thursday Island, Townsville &amp; Brisbane.

NIKKO MARU Tuesday, 19th July, at 11 a.m.

AKI MARU Tuesday, 16th Aug., at 11 a.m.

NEW YORK VIA SUEZ.

TAKETOMO MARU Thursday, 7th July.

SOUTH AMERICAN PORTS via Cape.

KANAGAWA MARU Friday, 16th September.

BOMBAY &amp; COLOMBO via Singapore.

TOTOMI MARU Sunday, 10th July.

WAKASA MARU Monday, 25th July.

CALCUTTA &amp; RANGOON via Singapore &amp; Penang.

MURORAN MARU Monday, 11th July.

JAPAN PORTS—Nagasaki, Kobe &amp; Yokohama.

AKI MARU Saturday, 16th July, at 11 a.m.

SHANGHAI, KOBE &amp; YOKOHAMA.

MISHIMA MARU Friday, 8th July, at 11 a.m.

TAMBA MARU Tuesday, 12th July.

YOKOHAMA MARU (Kobe direct) Wednesday, 13th July.

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 292 &amp; 293. S. YAMADA, Manager.

Telephone Nos. 292 &amp; 293. S. YAMADA, Manager.

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Telephone Nos. 292 &amp; 293. S. YAMADA, Manager.

Telephone Nos. 292 &amp; 293. S. YAMADA, Manager.

Shipping to Europe, Australia, and other Ports.

**DODWELL & CO., LTD.**

Regular Sailings to

NEW YORK and/or BOSTON.

S.S. "BOLTON CASTLE"

Sailing on or about 2nd August.

(Via Suez Canal) at Owner's Option.

LLOYD TRIESTINO.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

PILME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

For BRINDISI, VENICE &amp; TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "CILICIA" Sailing on or about 10th August.

Cargo only.

Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS.

Regular Passenger and Cargo Service to

From Colombo for South African Ports.

S.S. "UMKUZU" Sailing about 31st July.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL &amp; CO., LTD.

Telephone 1030. Agents.

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COASTAL SHIPPING.

**INDO CHINA STEAM NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION

Destination Steamer Sailing

SHANGHAI &amp; Kobe Kanung 7th July at 4 p.m.

MANILA Loontang Fri. 8th July at 3 p.m.

SWAI &amp; Tian via S'pore Choyang Sun. 10th July at 4 p.m.

SHANGHAI Hoangang Sun. 10th July at 4 p.m.

HAIPHONG via Haibow Loksang Tues. 12th July at 8 a.m.

BANGKOK via Swatow Loosang Tues. 12th July at 10 a.m.

SANDAKAN Hissang Tues. 12th July at noon.

STRAITS &amp; Calcutta Namsang Tues. 12th July at 3 p.m.

CALCUTTA LINE—This Line now affords regular sailings to

Calcutta, Penang and Singapore; Return, from Calcutta

steamers proceed via Straits and Hongkong to Japan

occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted

with Electric Light &amp; Fans and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between

Canton and Shanghai, sometimes calling at Swatow. Through

tickets can be obtained and through Bills of Lading are issued

all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by

vessels with good passenger accommodation, sailings from

both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers

and cargo, calling at Haibow when inducement offers.

BORNEO LINE—One sailing per month between Hongkong and

Sandakan by a steamer having up-to-date accommodation

for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton

Labuan, Tawau and Lahad Datu.

TIENSIN LINE—A regular service is run from March to Nov.

between Hongkong &amp; Tientsin calling at Weihaiwei &amp; Chefoo.

BANGKOK LINE—A weekly service is provided between Hong-

kong and Bangkok, via Swatow, by four steamers fitted with

up-to-date passenger accommodation.

S.S. "NAMSANG" will be despatched on or about Tuesday,

12th July, at 3 p.m. for SINGAPORE, PENANG &amp; CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT

SWETENHAM &amp; MADRAS &amp; DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON &amp; CO., LTD.

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SHIPPING NEWS.

CHANGE AGAINST OIL.

The stay in the port of Manila

of the a.s. "Crosby" of the U.S.

new "Crosby" is prolonged

indefinitely. An oiler has been

charged with putting every day

in the bearings!

MESSAGERIES MARITIMES

EXTENSION.

A report from the European

side says that the new French

shipping law provides for much

larger subsidies to the Messa-

geries Maritimes. It is reported

that the Company intends to put

on a fortnightly service to the

Far East, and a monthly service

to Haiphong. This is expected

to create keen competition.

SHIPOWNERS AND CARGO.

It is noticeable, says the Asahi,

that the movement for the revision

of the items on bills of lading

relating to shipowners' liability

has grown in importance and

intensity in England and Japan.

In Japan, the same concern

is shown in the fact that the

Kokusei Kaisha recently put on

the Sydney-maru, and now a demand

for two or three large ships has



